



The China Mail.

ESTABLISHED 1845

AGENTS
Orders for the "CHINA MAIL" and "OVERLAND CHINA MAIL" may be made to our agents at the following ports—
Canton, Peking & Co.
Fookow, Brockle & Co.
Shanghai, Kelly & Wason Ltd.
Yokohama, Kelly & Wason Ltd.
Manila, A. S. Watson & Co. Ltd.

No. 15,875.

號七十月七年四十一百九千一第

HONGKONG, FRIDAY, JULY 17, 1914

庚申年六月初三日

PRICE, \$3.00 Per Month

THORNE'S

No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd

WINE & SPIRIT MERCHANTS
ALEXANDRA BUILDING, Hongkong.

THE BRITISH SOUTH AFRICA COMPANY.

The following communication has been
issued to the shareholders of this Com-
pany:—

2, London Wall Buildings,
London, E.C.

12th June, 1914.

The Board of the British South Africa
Company has found it necessary to pre-
pone the Annual General Meeting of the
Company which, as indicated in its com-
munication to the Press of the 25th
February last, it was intended to hold
during the present month.

As the shareholders are aware His
Majesty's Government under the terms of
the Charter, is entitled to review, on the
20th October next, such of the provisions
of the Charter as relate to administrative
and public matters. His Majesty's Govern-
ment have also thought it desirable, with
the concurrence of the Board, to refer to
the Judicial Committee of the Privy
Council for final determination certain
questions which have been raised as regards
the Company's ownership of its land.

At a moment when both these questions
are sub-judice and the Directors have
received from His Majesty's Government
no information as to their views or inten-
tions, it is obvious that it would be highly
inexpedient to invite public discussion of
them, such as must necessarily take place
at a General Meeting of Shareholders.

It is hoped that a settlement may be
arrived at within the next few months
and that we may be able to meet the share-
holders early in November.

The confidence of the Board in the great
value of the Company's assets and under-
takings, and in the opportunities that
present themselves for the prosecution of an
energetic programme of profitable develop-
ment, has been strengthened during the
period that has elapsed since the last
General Meeting. Developments already
initiated are being actively carried on and
expanded. It has not been thought
necessary to retard them in any way
pending the settlement of the questions to
which I have referred above.

In pursuance of the settled policy of the
Board announced at the last meeting, held
while Mr. Maguire was visiting Rhodesia,
personal visits of directors to the territory
have continued to take place. Mr.
Malcolm, Mr. Wilson Fox and I have but
lately returned from such visits, and Lord
Winchester and Colonel Baring propose to
visit Rhodesia at an early date.

The commercial results as a whole for
the year ended 31st March, 1913, exhibit
an improvement over those of the previous
year and show an increased surplus of
revenue over expenditure.

The working capital of the Company in
cash and liquid assets stood on the 2nd
June, 1914, at £1,741,370.

The dividend about to be declared by the
Rhodesia Railways Trust Ltd., will bring
to the Company for the first time a return
on its large holding of shares in that
Company.

L. S. JAMESON,
President.

Toy Poms and Pekingese are threaten-
ed with superfluity in the affection of
fashionable ladies by nothing more novel—
yet what more charming—than cats.
Several ladies in London are said already
to have trained cats to go for a walk with
them, like dogs. Persian cats are said to
be the best to take out in this fashion,
because they are quiet and docile. Tabbies
and similar undistinguished animals have
to be well-bred before being taken as com-
panions on walks, not having sufficient
self-control to play the part.

CAUSES AND CURE FOR DIARRHOEA.

OVEREATING, a change in the tem-
perature, unripe fruit, and impure
water are some of the causes of diarrhoea.
Chamberlain's Colic, Cholera and Diarrhoea
Remedy cures these bowel disturbances
promptly. For sale by all Chemists and
Druggists.

BUSINESS NOTICES.

MILKMAID
MEANS

STERILIZED
SAFETY

NATURAL
No

MILK
MICROBES

IT POURS OUT OF THE TIN LIKE BEST FRESH MILK.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG
FRIDAY, 17th JULY.
8 A.M. 'HEUNGSHAN.' 2 A.M. 'HONAM.'
10 P.M. 'KINSHAN.' 5 P.M. 'FATSEAN.'

SATURDAY, 18th JULY.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'
10 P.M. 'HEUNGSHAN.' 5 P.M. 'KINSHAN.'

Single Fare by Night Steamer \$6.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 5.00

The attention of the travelling public is drawn to the comfort afforded by the
Companies' vessels. Passengers arriving by Night Steamers from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

HONGKONG TO MACAO
Week days at 7.30 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 12.30 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO. SUNDAY, 19th JULY.

The Company's Steamship "TAISHAN".

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 5 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street
Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 P.M.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'HOISANG'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SAINAM', 588 Tons, and S.S. 'NANKING', 668 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 3 A.M., and the other leaves Wuchow for Canton on the
day, at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers 'LINTAN' and
'BANUL'. These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),

Opposite the Blake Pier.

BUSINESS NOTICES.

NEW MACAO HOTEL.

PRAYA GRANDE, MACAO.

THE above hotel will be opened on 1st August, 1914, under new ownership
and European Management. The old place has been renovated and newly
furnished and is now up to date in every respect. Large and airy bedrooms.
Hot and cold baths throughout. Electric lights and fans. Large and comfortable
dining-room facing the sea. Private and Public Bars. Billiard Room. Cuisine
excellent under experienced supervision. Sanitary arrangements of the latest
Terms moderate. For further information:

APPLY TO—

O. C. MOOSA

TEL. ADDRESS "PHOENIX" MACAO

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Station, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones to all rooms. First-class Cuisine, Lounge, Smoking and Letter Rooms,
Roof Garden.

Terms:—From \$5 per day Min.

Telegrams: A.M. : "Peak",
P.O. PEKINER,
Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION
AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

NEW SHIPMENT

Government guaranteed 1st Grade Butter.
Packed specially in Australia for us. Absolutely
Best Imported. None Better quality made.
75 cents per lb.

FOR THE BEST OF EVERYTHING PROCURABLE IN ANY 1st CLASS
RESTURANT IN THE EAST TRY THE

ALEXANDRA CAFE

"MUMEYA."

"While-you-wait" Photography
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8, Queen's Road Central.

TEL. No. 254.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED.)

ENGINEERS and SHIPBUILDERS. BOILER-MAKERS, FRAMES and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 200 feet long.

Town Office, 48, Despatch Road Central, Hongkong. Telephone No. 459.
Shipyard, Sham Shui Po, Kowloon, Hongkong. Telephone No. K.8.
Estimates furnished on application.

Hongkong, April 1, 1913

WONG PING WA, Manager.

SINGON & CO.

ESTABLISHED A.D. 1820

IRON STEEL METAL and HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchandlers. Nos. 33 and
37, "The Loosy Street," (2nd Street, west
of Central Market) Telephone No. 515.
Hongkong, September 4, 1912.

THE CARLTON HOTEL

Recently Renovated and Refurnished.
Self-Contained Suites of Apartments with Private
Bath-rooms attached. Luxuriously Furnished Lounge, Drawing, Reading
and Writing Rooms.
PERFECT SANITATION.
Under Personal Management of
O. BOWEN, Proprietor.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD

Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

"NESTOR" Sanitary Fluid.

Reliable Disinfectant.

Two table-spoonsful to a gallon of water for washing
floors, &c.; is most useful for the Destruction of Fleas.

PER PINT TIN 50 CENTS

PER GALLON TIN \$2.00

VICTORIA DISPENSARY.

32, QUEEN'S ROAD CENTRAL.

MEE CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

A

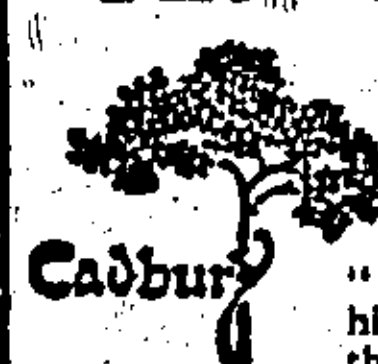
SPECIALITY.

NOTE ADDRESS

ICE HOUSE HONGKONG

Bournville

The "COCOA de Luxe"



HIGHEST GRADE
BRITISH MADE

"BOURNVILLE COCOA represents the
highest grade of nutritive cocoa present on
the market. It fully maintains its high reputa-
tion in food value and delicacy of flavour, and
is second to none in any respect whatsoever."
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

"FROM THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

CALBECK, MACGREGOR & CO.

(Established 1834)

For the hot weather

LEMONS

A natural Lemon Squash prepared
from FRESH LEMONS only.

\$1.00 per bottle

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASES
etc., etc.,

AGENTS FOR

BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: DISTRICT GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager

Hongkong, August 12, 1914.

THOS. COOK & SON.

TOURIST STEAMSHIP & FORWARDING AGENTS.
BANKERS, etc.

Head Office for the Far East: 16, DES VIREUX ROAD CENTRAL, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.
MANILA: MANILA HOTEL. P. O. Box 786.

TICKETS applied to EUROPE by the principal STEAMSHIP LINES and
TRANS-AMERICAN RAILWAY.
TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
SUMMER EXCURSION TICKETS to Japan by all Lines.

Chief Office: 10, D'ARCY STREET, LONDON, E.C.

THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for

STEAM RAISING, FURNING, STEEL MAKING, SHIP BUILDING, and
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for

FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS
FIRECLAY,
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. Address: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., Agents.

A Natural
Remedy

Time was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.

Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.

ENO'S
FRUIT SALT

is the approved remedy for driving out disease
germs. Its action is quick and thorough. It
clears the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.

It may be safely taken at any time by young
or old.

It is very effective in the early stage of Diarrhoea
by removing the irritating cause.

Be prepared for emergencies by always keeping
a bottle in the house.

Prepared on by

A. O. ENO, LTD., "FRUIT SALT" WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, YO-
SHINOTANI, KISHIDAKE, HOJO,
KANADA, NAKAMURA, SANO,
SHINKEI and KAMIMADARA
Collieries.

AGENTS for SARTTO, & OYUBARI
COALS.

HEAD OFFICE: TOKYO.
BRANCH OFFICES:—

Nagasaki, Moji, Kanran,
Wakamatsu, Otsu, Muroran,
Hakodate, Kobe, Osaka, Kyoto,
Tokyo, Yokohama, Nagoya,
Tsuruga, Shanghai, Hongkong,
Hankow, Peking.

TEL. Address for above: "IWASAKI."
Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

CHINESE: Messrs Gearing &

Co.

MANTLA: Messrs Macdonald &

Co.

SINGAPORE: Messrs Borneo Co.

Ltd.

GLASGOW: Messrs A. R. Brown,

McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

No. 2, PEDDER STREET,

HONGKONG.

THE HONGKONG LAND INVEST-

MENT & AGENCY CO. LTD.

AN INTERIM DIVIDEND OF THREE

DOLLARS per share for the six

months ending 30th June, 1914, will

be payable on TUESDAY, 28th July

on which date Dividend Warrants may be

obtained on application at the Company's

Office.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from TUESDAY

the 21st July to TUESDAY the 28th July

(both days inclusive) during which period

no Transfer of Shares can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary.

Hongkong, July 14, 1914.

THE WEST POINT BUILDING

COMPANY LIMITED.

AN INTERIM DIVIDEND OF TWO

DOLLARS per share for the six

months ending 30th June, 1914, will

be payable on TUESDAY, 28th July

on which date Dividend Warrants may be

obtained on application at the Company's

Office.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from TUESDAY

the 21st July to TUESDAY the 28th July

(both days inclusive) during which period

no Transfer of Shares can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary.

HONGKONG LAND INVESTMENT &

AGENCY CO., LTD.

General Agents for the

West Point Building Co., Ltd.

Hongkong, July 14, 1914.

THE REPUBLIC MOTOR BOAT

CO., LIMITED.

WANCHAI, PRAYA EAST.

TELEPHONE No. 307.

THE above Company has for hire FAST

COMFORTABLE MOTOR BOATS,

fitted with British Engines, for Picnic

Parties and for carrying passengers to and

from Vessels in the Harbour. Our repre-

sentative will meet passengers at BLAKE

PIER, where our boats will be stationed.

Terms: \$2.00 per hour or part thereof,

or \$1.00 per trip not exceeding 15 minutes.

Special arrangements for long runs and

hiring by the day.

For further particulars,

apply to, "AH KING'S Slipway,"

Wanchai.

Hongkong, July 4, 1914.

DONT For after the show, "Apper-

and Light Refreshments.

ALEXANDRA GALE

From 7 PM. Midnight



SUMMER ON SHAMEEN.

Human nature being what it is, there is

convulsion, admittedly of a selfish

kind, to be derived from considering the

lot of those who live in south China where

the heat, because it is more humid, is con-

siderably more trying than it is here, says

the "North China Daily News." Of Hong-

kong in summer time many Shanghai re-

sidents have had experience, but com-

paratively few know anything of life on

the island of Shameen, which lies suf-

ficiently far up the Pearl river to lose

the last breezes of the sea. From the deck of a steamer Canton's

foreign settlement looks decidedly attrac-

tive. Oval-shaped and no bigger than the

Shanghai Race Course, it is fringed with

big, dark banyan trees which afford a

pleasant contrast to the hard glare of the

intervening space of water. Approached,

however, from the Chinese city, from

which it is separated by no more than a

narrow creek, first impressions are not so

favourable, especially when received, not

by the visitor, who knows that in a

few hours, or at the most a few

days, he will be on his way back,

but by the man who realizes that Shameen

is his home. Crossing a short wooden

bridge he finds himself facing a broad

avenue of banyan trees with houses cramped

together on either side. There is hardly

a breath of air. From the right come all

the noises associated with a Chinese city,

but the avenue itself is silent and listless

and, as likely as not, empty. Through open

windows there is a glimpse of punka's swing-

ing drowsily and overhead cicadas chorus

shrilly. The end of the avenue reached—

it is not more than three or four hundred

yards in length—the new arrival finds

himself facing up river, and turning to the

right begins a circuit of the island. In

twenty minutes or so he is back in the

same spot, the place explored, seen, known,

mapped out in all its disconcerting small-

ness. Clearly, the possibilities of life in so

small an area are likely to be few.

For those who do not mind the latitude

which almost invariably follows, they begin,

each day, with a morning swim. Shameen

has its swimming bath and a very good one.

That, when the morning's work is over, is

followed by a visit to the club. All told

there are not more than thirty who gather

together at mid-day, very often the number

is much smaller. Whistled consultations

between the great men of the island bot-

tomed, very occasionally, that matters of

high import are developing, but as a general

rule, the talk is not of affairs. It is made

up of chaff and reminiscence, retells the

tale of yesterday or of the day before. And

naturally the tale is frequently personal.

That is, not to be wondered at, for

on any afternoon you may meet

all Shameen in a single walk. The

bund facing the river becomes between

five and seven a parade ground on

which it is a recognized rule that

having once saluted one is not again

expected to raise one's hat. For the more

energetic there is tennis, for a few sailing,

for staidness, scornful of any degree of

heat, rowing. But there come days, much

more frequently than happens here, when

rain has made the courts unplayable. Then

the afternoon parade is for the majority

the only resource left. Again and again

the same couple or group pass and re-pass,

the number, growing as the cooler air of

evening begins to pass over the island

and to tempt out those who have

kept behind drawn shutters and blinds.

By seven most men are to be found at the

bath, by half-past ten the club fire. Eight

o'clock, however, brings no signal for

dispersal. It is a very formal dinner party

that begins, even formally, at a quarter

past, bachelor messes sit down, on an

average, at a quarter to nine, breaking up

at midnight to return to the club. For

there are nights when it would be foolish

to go to bed too early, when to do so would

be merely to court prolonged battles with

wings, insects which no mosquito netting

is fine enough to keep at bay.

So the day passes, and each one in the

week is exact like the last. Summer on

Shameen, therefore, calls for a good deal

of patience. It calls, too, for other

qualifications, indeed, do all "outsports" as

this or, for that matter, at any time of the

year. Canton, be it remembered, is one

of the largest of its monotony is very much

less than that of really small places like

Wuchow, Kowloon or Sanchei. None of

these have anything like the same standard

of comfort or the same diversity of

amusement. Yet Shameen is small enough

for each person on it to count, for every

man and woman to be an asset, a nonentity

or a nuisance. Just because, in one sense,

it is so small, in another it is larger than

London. There is probably nobody in

London who knows the daily details of,

say, two hundred people's lives. But who

can live on Shameen for any length of

time—unless he is a recluse—without

feeling his life touching those of quite

that number of unimportant points?

The fact has created a tradition of a

very admirable kind. There is, proba-

bly, no community in the world, where

feelings and points of view receive such

generous and careful treatment. Chaff is

continuous, personal anecdotes more wit-

footed than bad news, but both are in-

variably kind. Of course, the scandal

monger makes his, or her, effort to enliven

the breathless day, but, if the story con-

tains anything of bitterness, it is stifled

with yawns. Nor is there any community

where an invalid can be more sure of

sympathy and help, or where a new comer

enjoys more instant and spontaneous

hospitality. A Shameen summer may not

physically speaking, be an enviable ex-

perience, but it teaches one no little

philosophy of a very useful kind.

The amalgamation is announced of

three big building firms of Swan, Hunter

and Richardson, of Newcastle, Grayson,

of Liverpool and Barclay-Curtis, of Glas-

gow, which is considered part of a general

movement towards amalgamation for the

arranging of the forces in the great

international fight.

The Norddeutscher Lloyd will put

four steamers of fourteen and a half

knots on their Australian service in com-

pliance with the new subvention agree-

ment. It is expected that the new

German-New Zealand service will divert

from London annually one hundred

thousand tons of German freight hither-

to transhipped in England.—Shipping

and Engineering.

The report for 1913 of the Austrian

Lloyd Company, which proposes to pay

a dividend of 7 1/2 per cent., compared with 7

per cent., states that the number of

passengers carried and goods transpor-

ted experienced a large increase, notwith-

standing the prevalence of warlike

conditions on important routes during the

first half of the year. In the trade with

India the import business, owing to the

favourable harvest in former years, was not

unfavourably influenced by the deficiency

in the wheat harvest in 1913. The service

to Japan, whose economic development

RANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL...\$15,000,000

RESERVE FUNDS...\$15,000,000

RESERVE LIABILITIES...\$15,000,000

PROFITABLE...\$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale, Chairman.

W. L. Patterson, Esq., Deputy Chairman.

S. H. Dodwell, Esq., F. L. Esq.

G. T. M. Ekins, Esq., J. A. P. Esq.

G. S. Gubbay, Esq., Hon. Mr. E. S. Esq.

P. H. Holyoak, Esq., H. A. Esq.

C. Landgraf, Esq., Ad. Widmann, Esq.

CHIEF MANAGERS.

Hongkong-N. J. STABBS.

ACTING MANAGER.

Shanghai-J. D. SMART.

LONDON BANKERS-LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG-INTEREST ALLOWED.

On Current Accounts at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits -

For 3 months 2 1/2 per cent. per annum.

For 6 months 3 per cent. per annum.

For 12 months 3 1/2 per cent. per annum.

A. G. STEPHEN.

Acting Chief Manager.

Hongkong, May 14, 1914.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

RATES may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.

A. G. STEPHEN.

Acting Chief Manager.

Hongkong, May 14, 1914.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL...£1,500,000

RESERVE FUND...£1,500,000

RESERVE LIABILITIES OF PRO-PRITORS...£1,500,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

W. L. DICKSON.

Manager.

Hongkong, July 10, 1914.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880

AUTHORISED CAPITAL...¥50,000,000.00

PAID-UP CAPITAL...¥20,000,000.00

RESERVE FUND...¥18,800,000.00

HEAD OFFICE-YOKOHAMA.

BRANCHES AND AGENTS AT

ATKINS-HKBN LYONS

BOMBAY NAGASAKI

CALCUTTA NEWYORK

CHANGHAI NEW YORK

DAIKEN (DAIKU) OSAKA

FANTUNG (MOKU) PEKIN

HANKOW RYOKU (PORT ARTHUR)

HONGKONG SAN FRANCISCO

HARBIN SHANGHAI

KOREA TIENTSIN

LIAO-YANG TIENTSIN

LONDON TOKYO

LOS ANGELES TIENTSIN

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO.

Manager.

Hongkong, April 2, 1914.

THE MERCHANTS BANK OF INDIA, LIMITED.

Authorized Capital...£1,500,000

Subscribed...£1,125,000

Paid-up...£562,500

Reserve Fund...£465,000

BANKERS.

BANK OF ENGLAND.

LONDON JOHN STONE BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be obtained on application.

A. R. LINTON.

Manager.

Hongkong, July 9, 1914.

KOWLOON CANTON RAILWAY.

TIME TABLE.

OUT						IN					
		Night									Night
		Express									Express
Kowloon	-	12.45	6.50	7.45	6.10	11.55	2.00	3.00	5.15	3.00	-
Hang Hong	-	-	8.54	-	9.44	11.59	2.04	-	-	-	6.15
Yau Ma Tei	-	-	8.58	-	9.50	11.56	2.00	-	5.22	3.07	-
Sze Tin	-	-	7.10	-	10.02	11.48	2.10	-	5.33	-	-
Tai Po	-	-	1.15	7.23	-	10.19	12.02	2.33	-	5.40	8.31
Tai Po Market	-	-	-	7.27	-	10.24	12.08	2.37	-	5.50	-
Fan Ling	-	-	7.30	-	10.34	12.19	2.40	-	5.58	-	-
Sheng Shui	-	-	7.33	-	10.37	12.22	2.50	-	6.01	-	-
Shum Chun	-	1.40	7.44	8.25	11.00	12.27	2.54	3.43	6.06	3.50	-
Canton	-	-	1.50	-	11.30	5.00	-	-	6.45	-	-
Canton	-	-	-	7.00	-	8.30	-	-	5.05	-	6.15
Shum Chun	-	8.03	19.02	-	11.35	2.55	4.30	6.15	8.50	9.30	-
Sheng Shui	-	8.12	-	-	11.41	3.01	4.38	-	6.27	-	-
Fan Ling	-	8.16	-	-	11.44	3.05	4.40	-	6.30	-	-
Tai Po Market	-	8.26	-	-	11.55	3.16	4.51	-	-	-	-
Tai Po	-	-	8.33	-	12.01	3.26	4.57	-	6.41	-	-
Sze Tin	-	-	8.44	-	12.14	3.39	5.10	-	-	-	-
Yau Ma Tei	-	8.56	-	-	12.27	3.49	5.23	-	-	-	-
Hung Hom	-	9.02	-	-	13.31	3.53	6.27	-	-	-	-
Kowloon	-	9.05	10.43	-	12.34	3.56	5.31	6.54	7.06	10.30	-

INTIMATIONS

VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
In bottles and half bottles
VICHY GRANDE-GRILLE
VICHY HOPITAL
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT
VICHY-ETAT TABLETS
VICHY-ETAT COMPOUNDS

SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE.
Very palatable.
Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.
CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Dr. de France).
CALDERCK, MACGREGOR & Co., Hongkong.

OAKLEY'S WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING
CUTLERY - 3^d 6^d 1/2 2/6 & 4/6
KNIFE BOARDS
PREVENT FRICTION IN CLEANING
& INJURY TO THE KNIVES
JOHN OAKLEY & SONS LIMITED
BLACK LEAD MILLS, LONDON
JOHN OAKLEY & SONS, LIMITED, "WELLINGTON MILLS, LONDON."

TO LET
N. 5, ORMSBY TERRACE, apply
within or to
SPANISH DOMINICAN
PROCURATOR.
Hongkong, July 14, 1914. 822

TO LET
GODOWN in Ice House Street.
Apply HONGKONG CO. COY., LTD.
Hongkong, May 31, 1914. 843

TO LET
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, June 15, 1914. 732

TO LET
OFFICES in HOTEL MANSIONS,
From 1st September next.
Apply to:
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, July 7, 1914. 802

TO LET
FOUR ROOMED HOUSES in Salisbury
Avenue, Kowloon. Cheap rental.
SHOP with Godown attached, NATHAN
ROAD, Kowloon. Kowloon Marine Lido No.
48 with Wharf.
FLATS in Nathan Road, Kowloon.
Apply to:
HUMPHREYS ESTATE & FINANCE
CO., LTD.
Alexandra Buildings.
Hongkong, May 19, 1914.

TO LET
LA HACIENDA E. No. 74, Mount
Kellie Road.
Apply CHATER & MUDY,
No. 5, Queen's Road Central.
Hongkong, April 2, 1914. 415

TO LET
BOARD and LODGING for Single
Gentlemen; three minutes from
Ferry, terms moderate.
Apply Mrs. EDWARD JACOBS,
17, Ashley Road, Kowloon.
Hongkong, July 2, 1914. 781

TO LET
ROOMS, suitable for Offices, on the
Ground Floor of Bello Buildings, 31,
Wyndham Street.
Apply to:
P. A. XAVIER,
Care of Hongkong Printing Press.
Hongkong, July 11, 1914. 818

TO LET
NO. 19th SHELLEY STREET.
No. 7, STEWART TERRACE, Peak.
Thoroughly renovated and in good order.
No. 55, ELGIN TERRACE, newly
painted and colourwashed.
ROOMS in Queen's Road Central,
No. 9, BEACONSFIELD ARCADE,
Shop.

FOR SALE
"OLENTHIEL" 124 Barker Road
6 rooms, close to Tram Station.
Apply to:
Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, July 3, 1914. 81

**IF you have lost your appetite, one of
the big variety of dairy dishes at the
ALEXANDRA CAFE is sure to tempt
you.**

ROYAL ASCOT.

(Continued from page 4.)

and no one could have handed the
winner in better style. It was hard
luck on Sir Thomas Dower (who was
third with Beatrix last year) to again
find something too good for him, and
though the distance of the Wokingham
Stakes will suit him far better than did
the severe mile today, he will have little
more on his back should he be started.

The Ascot Derby Stakes of £1500, for
three-year-olds: 11m.
1st, Londonderry's, ch. c. Coreya, by
Polymelus—Pomarine, 9-1.

2nd, F. C. C. 11-10.
3rd, F. C. C. 11-10.
4th, F. C. C. 11-10.
5th, F. C. C. 11-10.
6th, F. C. C. 11-10.
7th, F. C. C. 11-10.
8th, F. C. C. 11-10.
9th, F. C. C. 11-10.
10th, F. C. C. 11-10.

Winner trained by Capt. Dewhurst,
at Newmarket, and bred by Owner.
Starting Prices: 11 to 10 agst Coreya,
3 to 2 agst Dan Russell, and 11 to 4 agst
Hapburg.

The Betting.—When the wagering
opened, even money was accepted Coreya,
evens, 5 to 2 agst Dan Russell, and 3 to 1
Hapburg. The advance of the latter to
5 to 2 (although he closed at 11 to 10
at 11 to 10) is procurable about
Coreya.

The Race.—Hapburg was started
away, but on seeing down Dan Russell
made the running with a slight ad-
vantage of Hapburg, the pair being
three lengths clear of Coreya. They
went into single file in the straight,
bottom, and seven furlongs from home
Coreya took second place. The under
was done with, as they entered the
straight, and dropped out, leaving Coreya
in front of Hapburg. From this point
Coreya gradually went away, and
won in a canter by four lengths; Hap-
burg beat Dan Russell by six lengths for
second place. Time by Benson's chrono-
graph, 2min 32 1/2 sec.

Although there were only three run-
ners for the Ascot Derby, the meeting
of Coreya, Hapburg, and Dan Russell
furnished one of the most interesting
races that is likely to be seen at the
meeting. The last named may have had
enough of it for the present, and moved
in very gingerly fashion on the hard
ground. He was done with as soon as
they turned into the straight, from
which point Coreya made a back of
Hapburg, and provided both do well
in the interim, his meeting with Ken-
nedy in the St. Leger should attract a
second crowd to the historical Town
Moor. It is probable that Lord Lon-
donderry's colt (who was admirably
ridden by Herbert Jones) will be a better
favorite than the winner of the Two
Thousand, and is very likely to reverse
that result.

An exceedingly interesting race was
that for the Ascot Derby, with Coreya
out to demonstrate through Dan Russell
and Hapburg what he would have done
in the Derby with a fair run. Hapburg
was second and Dan Russell a very close
fourth in the Derby, and to both of them
Coreya gave 5lb in today's Ascot Derby.
Dan Russell did his best to find a weak
spot in Lord Londonderry's colt, and
he set a real good pace all the way,
the three runners always being fairly
close together until they turned into the
straight, after which Coreya went to the
front as soon as Jones allowed him,
and, not giving the other pair the ghost
of a chance, he went on and won with
consummate ease. It was a really im-
pressive performance, and we can see
from it that Kennymore and Drake-
pear are also really good colts, and that
Marten has made a very big advance of
late, or he could not possibly have de-
feated Kennymore at a 5lb difference of
weights. Kennymore by the way, is
I am glad to say, all right, the trouble
that stopped him from coming to Ascot
being nothing more serious than humor
which necessitated physic. Coreya did
the Ascot 1 1/2 miles in 2min 32 1/2 sec.,
and fully vindicated my opinion as to
his stamina, which opinion was based
on the remarkably fast time in which
he covered the A.F. ten furlongs when
he just beat Drakepear. The St. Leger
now looks like being for the most in-
teresting of this season's classics, and I
have already advertised a new bet on
Kennymore to beat Coreya. There are
possibilities, however, that Gloriosa may
beat them both, as she stays so well,
and in this respect differs so entirely
from her more flashy brother, to whom
she bears not the least resemblance.

(To be continued.)

A PAGE FROM HISTORY.

The following is extracted from a re-
port presented to the National Foreign
Trade Convention by Mr. S. D. Webb,
President China and Japan Trading
Company.

The foreign trade of the United States
began on February 22, 1842, when the
good ship Empress of China, 300 tons
carpenter's measurement, sailed from
New York for Canton to bring back a
cargo of tea and other products of the
country, in exchange for her own very
light outward cargo, consisting mainly
of opium. The beginnings were suffi-
ciently humble, but before the close of
the nineteenth century the trade with
Canton formed a larger part of our en-
tire foreign commerce than does our trade
with the whole of China to-day. About
1795 the Napoleonic Wars afforded a
great opportunity for American ship-
ping, and the only two flags much in
evidence in Chinese waters were the En-
glish and the American. Thus, during
the first decade of the nineteenth cen-
tury, Great Britain took about the
fifths of China's exports, while the
Americans took a third. By this time
the American trade amounted to about
\$6,000,000 a year, both in and out—
but mostly out. The import of

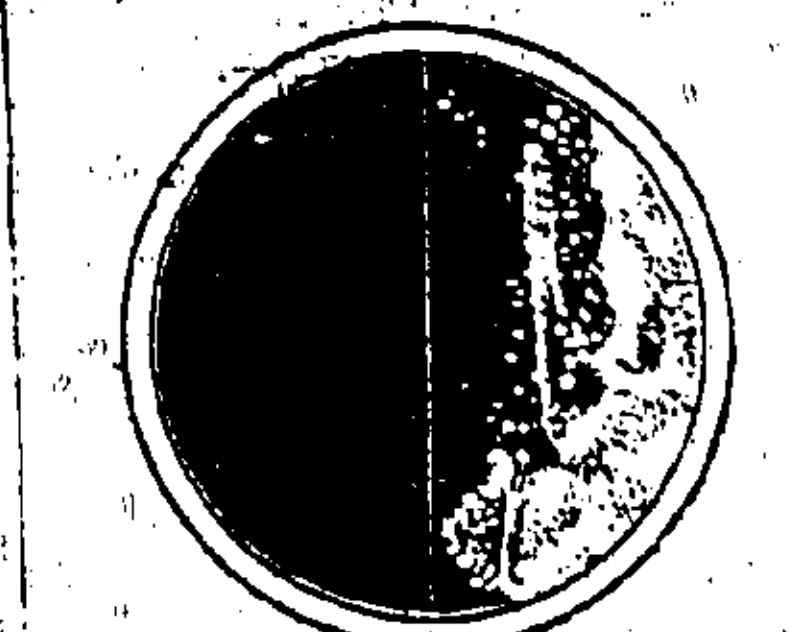
INFECTIOUS DISEASES.

HOW TO PROTECT YOURSELF
AGAINST THEM.

"In times of epidemic disease," writes
Sir Joseph Fayrer, M.D., "nothing is
worse for a man than a state of nervous
apprehension. At the same time sufficient
real cause for anxiety exists, and a proper
amount of precaution is right."

Fortunately, there is now a very simple
and efficient precaution against all infectious
diseases, the germs of which attack us
through the mouth and throat. This
precaution consists in the occasional use
of Formant Tablets—a palatable and
harmless germicide which, when sucked
in the mouth, has the unique property of
destroying disease germs there and in the
throat.

Formant has gained a world-wide
reputation as an effective aid in the
prevention of a sore throat, diphtheria,
consumption of the lungs, influenza, scarlet
fever, measles, etc.



How Formant destroys typhoid germs.

For explanation, read this article.

Moreover, later researches indicate that
Formant also has a strong preventive
power against cholera and enteric fever.
The extent to which Formant will
destroy the cholera bacilli has not yet been
fully estimated, but as regards practical
results the following letter speaks eloquently
for itself.

The Medical Officer in charge of the
Turkish Hospitals under British auspices
during the war, writes: "I would like
you to know that, during the war in
Turkey, when engaged with cholera cases,
I invariably kept sucking Formant
Tablets and had no bad effects. I also
made the nurses and other assistants suck
Formant. We all were by them, and I
am personally grateful to you."

That Formant will also destroy the
germs of enteric fever is evidenced by the
laboratory experiment illustrated here.

A round glass plate was first covered
with a special medium on which the
typhoid bacilli develop luxuriantly. The
right half was then painted with ordinary
saliva, and the left half with saliva in
which Formant had been dissolved.
Afterwards, both halves were inoculated
in absolutely the same manner with typhoid
bacilli. The result was that on the half
treated with red nary saliva an active
growth of bacilli occurred while on the
left half, which had been painted with
Formant saliva, there was no growth of
bacilli whatever. This clearly shows that
the person whose mouth and throat are
protected by Formant will be practically
immune from typhoid bacilli in these
regions.

A PRACTICAL HINT.

Considering how suddenly typhoid and
cholera sweep over this country, the wise
man who realises that "a proper amount
of precaution is right"—will make a point
of always having Formant Tablets at
hand ready for emergencies.

Formant can be obtained at all
Chemists in bottles of 50 tablets, and if
you would like to know more about it, A.
Wellington & Co. will be very pleased to send
you a booklet on the subject. Their address
is 4, King's Road, Shanghai; please
mention this paper when you write to them.

goods never sufficed to provide an export
fund to complete the transaction with
the Chinese. It has been estimated
that during the eighteenth century it
never amounted to one-fifth of the sum
required, and that during the whole of
this century Europe was drained of its
silver, and poured into China a sum
which for the period ending 1890
could not well be less than \$500,000,000.

Up to 1890 the American trade with
China was conducted on the basis of a
triangular operation. The products of
this country were shipped to Europe and
with the proceeds in Spanish dollars the
ship sailed, practically in ballast, either
direct from Europe or from an American
port to Canton, and there loaded tea for
the United States. The sudden change
which took place in 1890, and which en-
abled American trade in Canton to be
financed by bills of exchange in London,
was due to the expansion of the opium
trade. The Chinese would not take opium
when they would not take other com-
modities, and in 1897 it provided with
53 per cent, while cotton accounted for
22 per cent, of all the imports, English
manufactures and tropical spices supply-
ing the remaining 25 per cent. In 1897
cotton fabrics were exported from China,
and the importation of machine-gun
and woven cottons had only just begun.

In 1837 the value of the exports of Chi-
na to the United States was \$600,000, and 70 years
later this trade still continued and had
attained three times the above-quoted
value.

The foreign trade of the United States
began on February 22, 1842, when the
good ship Empress of China, 300 tons
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New York for Canton to bring back a
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His Britannic Majesty's ships on the China Station.

Name.	Class.	Tons.	H.P.	Commander.	Last report at
Alacrity	despatch-vessel	1650	2000	Comdr. Archibald Cochrane	Weihaiwei
Atlas	Admiralty tug	710	200	Lt.-Comdr. V. R. Fendron	Hongkong
Bramble	river gunboat	710	200	Lt.-Comdr. Q. B. Preston-Thames	Hongkong
Briton	river gunboat	710	200	Lt.-Comdr. Q. B. Preston-Thames	Hongkong
Cadmus	aloop	1070	1400	Capt. M. S. Fitzmaurice	Hongkong
Chalmer	torpedo boat destroyer	560	750	Lt.-Comdr. H. T. England	Hongkong
Cherub	warrior tank and tug	380	300	Comdr. Colin Mackenzie, D.S.C.	Yangtze
Clio	aloop	1070	1400	Comdr. Seymour	Weihaiwei
Colne	torpedo boat destroyer	560	750	Lt.-Comdr. C. M. Blackman	Hongkong
Fame	torpedo boat destroyer	560	750	Capt. H. W. Grant	Weihaiwei
Hampshire	cruiser, 1st class	10,850	1400	Lt.-Comdr. G. F. A. Mulock	Hongkong
Just	torpedo boat destroyer	560	750	Lt.-Comdr. F. A. H. Russell	Weihaiwei
Konnet	torpedo boat destroyer	560	750	Lt.-Comdr. F. A. H. Russell	Yangtze
Kinsale	river gunboat	818	250	Lt.-Comdr. G. F. A. Mulock	Weihaiwei
Metin	aloop	1040	—	Lt.-Comdr. G. F. A. Mulock	Weihaiwei
Minotaur	cruiser, 1st class	14,800	2000	Capt. E. R. Kiddle	West River
Moore	river gunboat	180	800	Lt.-Comdr. Alan Dizon	Weihaiwei
Newcastle	cruiser, 2nd class	4800	1000	Capt. Frederick A. Powells	Yangtze River
Nightingale	river gunboat	85	240	Lt.-Comdr. R. W. Wilkinson	Weihaiwei
Ribble	torpedo boat destroyer	560	750	Lt.-Comdr. R. W. Wilkinson	Hongkong
Rosario	despatch ship, submarine	930	100	Lt.-Comdr. P. A. N. Cronin	West River
Robin	river gunboat	85	10	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	10	Lt.-Comdr. M. T. R. Maxwell-Scott	Yangtze
Snipe	river gunboat	4650	—	Commodore R. H. Anstruther, O.M.	Hongkong
Tamar	receiving ship	180	—	Lt.-Comdr. S. P. B. Russell	Upper Yangtze
Teal	river gunboat	710	—	Lt.-Comdr. C. F. L. L. Puse	Weihaiwei
Thistle	river gunboat	710	—	Lt.-Comdr. A. S. Sussman	Hongkong
Triumph	torpedo boat destroyer	560	—	Lt.-Comdr. Maxwell	Weihaiwei
Uk	torpedo boat destroyer	560	—	Lt.-Comdr. C. A. Poigmand	Hongkong
Welland	river gunboat	195	—	Lt.-Comdr. A. J. London	Upper Yangtze
Woodcock	river gunboat	150	—	Lt.-Comdr. M. Blackwood	Yangtze
Woodlark	river gunboat	150	—	Lt.-Comdr. Lloyd	Yangtze
Yarnmouth	light cruiser	8250	—	Capt. H. L. Cochrane	Weihaiwei
C.38	submarine	—	—	Lt.-Comdr. F. J. McGillicuddy	Hongkong
C.37	submarine	—	—	Lt.-Comdr. F. J. McGillicuddy	Hongkong
C.29	submarine	—	—	Lt.-Comdr. F. J. McGillicuddy	Hongkong
C.35	torpedo boat	—	—	Lt.-Comdr. Handley	West River
C.36	torpedo boat	—	—	Lt.-Comdr. Handley	Hongkong
C.37	torpedo boat	—	—	Lt.-Comdr. Handley	Hongkong
C.38	torpedo boat	—	—	Lt.-Comdr. Handley	Hongkong

* Flagship of Vice-Admiral T. H. M. Jerram, R.O.B., Comd-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	guns.	Captain.	Last report at
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	25	Capt. Makovitz	Chingwantao
Dupleix	French armoured cruiser	10,014	30	Capt. Daveluy	Japan
Montcalm †	French flagship	9600	—	Capt. de Vaisseau	W. Coast of America
Decidée	French gunboat	445	10	Lieut. Vandier	Shanghai
Argus	French river gunboat	180	6	Lieut. Demadrillo	Canton
Vigilante	French gunboat	123	7	Lieut. Lecadet	Canton
Peiho	French gunboat	130	—	Lieut. Collin	Tongks
Doudard de Lagree	French gunboat	—	—	Lieut. Dupuy Duteemps	Tahong King
† Flagship of Rear-Admiral Huguet Commander-in-Chief of				China Station.	
Lynx	French sub-marine	—	—	Lieut. Boluix	Saigon
Protes	French sub-marine	—	—	Lieut. Boluix	Saigon
* Styx	French armoured gunboat	1798	10	Lieut. Guillaume-Louis	Saigon
Fronda	French destroyer	350	—	Lieut. Aurillac	Saigon
Ferville	French destroyer	—	—	Capt. de Frigate Rouquier	Saigon
Pistolet	French destroyer	130	—	Comdr. de Marquess	Saigon
Monarque	French destroyer	307	—	Comdr. de Marquess	Saigon
	French surveying-ship	1625	1	Comdr. Volain	Saigon

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Price: \$0.35 per doz. Split 50 cts.

STONE GINGER BEER.

The only fermented Stone Ginger Beer in the East. The real charm of Stone Ginger Beer is the flavor produced by fermentation; without this the Stone Ginger Beer can be said to be genuine.

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DRY GINGER.

FRAGRANT, AROMATIC, DRY. Its "fizz" is a feature which has helped to give this drink the popularity it so well deserves.

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2A, QUEEN'S ROAD, HONGKONG.

Hongkong July 22, 1914.

of the latest system of submarine mine defence. All of these qualities call for increased dimensions, which increase their cost and reduce their handiness, especially in harbours and comparatively shallow waters. That progress is being made in the design of submarine-boats to attain the advantages desiderated is undoubted. The British Admiralty are fully alive to the possibilities of this new type of craft. They are vigilant in their study of progress in other navies, and are acting with enterprise in the encouragement of developments, particularly in respect of propelling machinery and torpedo design. The interests of the nation preclude us from giving information regarding the latest British experimental vessels, but it may be said that in the one case the size exceeds that of any submarine boat yet ordered, and that in the other case the aim is for higher speed. When these two vessels are completed their trials will disclose to the technical officers of the Admiralty the lines along which further development may be made.

First, in regard to size, it may be said that the largest of the German boats nearing completion has a displacement on the surface of 750 metric tons, and submerged of 900 tons, the length being just over 214 ft. It is propelled by two sets of Diesel engines, together of 4000 brake horsepower, working twin screws, and it is anticipated that the speed on the surface will be about 20 knots, and submerged about 10 knots. Russia is understood to be building a vessel of considerably over 1000 tons, and proposals for ships of as much as 1700 and 2000 tons displacement are being considered by other Powers. These larger vessels will be able, of course, to carry a greater offensive armament, either by increasing the number of torpedoes, or by fitting larger guns with disappearing carriage, for which cavities are formed in the deck. It is understood that, so far, only 12-pounder guns are contemplated. If, however, four guns of 4-in. calibre were adopted, the displacement would require to be increased while the adoption of 6-in. guns would necessitate an increase in displacement of 18 per cent. over the vessel with 12-pounder guns. Increase in size, too, demands greater power, even if the speed be constant, and the aim is to get still higher speeds. So far practically all modern submarines are propelled by heavy-oil engines, and little difficulty need be experienced in supplying to a submarine boat engines of 4000 or 6000 horse-power without increasing to any appreciable extent the size of the individual cylinder. Moreover, progress has undoubtedly been made in the reliability of engines with cylinders of much higher power, and one may anticipate in the early future cylinders of 1000 horse-power. No trouble need be anticipated on this score excepting—that the size of the ship must go on increasing if higher speeds are desired than are at present anticipated.

There is, however, a growing disposition to experiment with steam-turbines in submarine boats.

THE THIRD GYMKHANA.

Though it will not be decided till tomorrow morning whether to hold the Gymkhana this afternoon or postpone it again for another week, was of opinion that, judging from the present weather conditions, there is very little chance of the meeting being held to-morrow. The Observatory forecasts for the 24 hours ending noon to-morrow reads "E. winds, fresh to moderate; overcast, rain, clearing later," but "clearing later" may be as wide of the mark as yesterday's "improving later."

HELENA MAY INSTITUTE FUND.

The Honorary Treasurer begs to acknowledge with thanks the following donations:—

Rev. C. Doo... \$10.00
Ho Tung, Esq... \$100.00

NEWS OF THE DAY.

LOCAL AND GENERAL.

The 40th Pathans will furnish the King's Park Picquet next week.

The French Mail of the 16th June was delivered in London on the 16th July.

The performance of "The Marriage Market" at the Theatre Royal to-night has been cancelled.

A lecture will be given by Lieut. Colonel F. Rennick, 40th Pathans, in the R. A. Theatre, Victoria Barracks, on the 30th instant on "The events after Waterloo."

William Davies, manager of the Sui-Loi Home, was summoned this morning for allowing his dog to be at large without a muzzle. The case was adjourned until to-morrow to allow for the attendance of a solicitor.

Twelve months hard labour, four hours stocks, and 24 strokes with the birch was the sentence imposed to-day upon a Chinese who returned from banishment. Prisoner was banished for 20 years in June last year. He was arrested the following July and sentenced to a similar term of imprisonment.

Mr. E. Syder, lately purser of the "Empress of India," will wait here for the arrival of the "Empress of Asia" to take over purser ship. Mr. James, purser of the "Empress of Asia," is on leave. Mr. D. Maughan Taylor, present purser of the "Empress of India," was lately assistant purser of the "Empress of Asia."

At the Magistracy to-day, Detective Sgt. Brown charged seven Chinese with gambling in a match in Reclamation Street Yau-mai, last night. Evidence was given by a Chinese detective that he had seized two dollars in subsidiary coin. On hearing the defence, which was a denial to the charge, Mr. Wood discharged defendant, and remanded the \$2.

IN THE CABLE AREA.

Sampson Owners' Fund.

A WARNING TO YACHTSMEN.

At the Marine Court this morning before Commander Beckwith, two Chinese were charged with anchoring their lighters within the cable reserve at North Point on Saturday.

Mr. Ford, of the Telegraph Company, said he was on cable repair work, and he saw the lighters anchored right in the middle of the reserve.

Whether they were outside or inside was very clear to defendant, observed Commander Beckwith.

The defendants pulled up their anchors at witness's request and went further down, again anchoring inside the reserve.

Not week there were interruptions on the cable. He had heard that yachts had anchored inside the reserve at North Point.

Inspector Gordon said he would make a note of that and keep a sharp look out. Defendants were fined \$15 or 14 days' imprisonment.

STORSTAD TO BE SOLD.

MONTREAL, June 22.

By order of Mr. Justice Durois, the Admiralty Division of the Exchequer Court here, with the consent of both parties in interest, the Storstad will be sold by public auction as soon as possible. This follows the action taken by the Canadian Pacific Railway Company against the owners of the ship for damages arising out of the collision of the Storstad with the Canadian Pacific Railway Company's ship, the "Storstad," on June 14 last.

Nevertheless, a letter received on Wednesday last, said that the Canadian Pacific Railway Company immediately intend to start an action against the former owners of the Storstad for \$2,000,000 (two million dollars) for damages.

VICTORIA RECREATION CLUB.

THE ANNUAL MEETING.

Alteration of Rules.

There was a fairly large gathering of members of the Victoria Recreation Club at the annual meeting last evening, presided over by Mr. W. Logan. The committee present included Messrs. A. McKinley, J. Forbes, Crowther Smith, G. W. Sewell, A. A. Alves, A. E. S. Alves (Hon. Treas.), and F. Lammett (Hon. Sec.).

THE PAST YEAR.

Proposing the adoption of the report and accounts, the Chairman commented on the work of the various sub-committees. It was gratifying to know from the report of the House Sub-committee that their building was in excellent condition, with the exception of colour-washing and general renovating, which they trusted would be taken in hand before the end of the year. Coming next to the House Sub-committee, he much regretted to say that no great interest had been shown by members in this section. With reference to the Bath House, an excellent season was reported and he hoped, in view of the probability of the Shanghai team visiting them (so far Shanghai had not accepted their invitation), that all the aquatic members would do their utmost to train, and even improve on last year's results. He was sorry to notice that lack of interest prevented them holding a night race on the 11th inst. and he earnestly trusted that there would be no recurrence of this. With regard to the Gymnasium, he had again to report a stagnancy. This was sorry to be regretted as they had a splendidly equipped hall. He trusted the younger members would take full advantage of the opportunity offered them, otherwise the committee would seriously have to consider the question of using the space for some other purpose. The Bath S.C., as they would see, did not consider the working of the year under review satisfactory, as compared with the previous year, but they were hopeful of better results in the future. Taking the accounts, the balance of the working account was \$307.41, as compared with \$1271.24. This was partly due to the unfavourable return of the bar and to the general receipts falling off. They would notice that the number of debentures redeemed was only 10, as compared with 81 last year, owing to insufficient funds. The committee had resolved not to redeem any further debentures until there were ample funds for such purpose. Accounts payable had increased by \$2,000, due to extraordinary expense incurred in repairing the building, but on the other hand \$400 was written off furniture and fittings. They would see that repairs to ramp appeared as an asset in the balance sheet, the committee deeming it advisable and only fair that this cost should not be born by 1913 working accounts, but spread over a term of three or four years. Therefore, only \$400 was charged to 1913 account. The Chairman mentioned that Capt. Hovey had presented a half mile swimming championship cup, open to the colony.

THE SUBSCRIPTION.

The following resolution was then moved by the Chairman:—That the rules of the Club be altered by eliminating the words "payable half yearly" in the second line of rule 12. Mr. Logan explained that the committee had gone carefully into the matter and thought it was in the best interests of the club to recommend that alteration. It was laid down in the old rule that resident members should pay \$20 per annum, half yearly. The present construction of the rule did not define when the second instalment of the annual subscription became due and made rule 15 and 16 obsolete. The club required money to meet interest on debentures due on July 1st of each year. Rule 15 provided for payment of subscription before April 1st, failing which the "rights and privileges" were withdrawn, but should a member pay his first instalment on or before April 1st, when was the second due? He thought it would be due on December 31st. A member might enjoy the full rights and privileges for one year at \$10 and then resign before the actual end of the year. The committee had no recourse whatever against such members, as the rules did not provide for the posting of names. Some years ago, when the subscription was raised from \$16 to \$20, there was much opposition on the part of members, but finally the resolution was slightly amended by adding the words "payable half yearly." This was a fatal mistake. The reason given at the time, he believed, was that the younger members would not be able to meet it in one payment. The mistake was costing the Club a considerable sum yearly. It might be a little hard on the younger members but there was no alternative.

THE FUTURE OF THE CLUB.

Mr. F. M. Ellis thought it would not be fair to the younger members and considered they should make the subscription payable half on January 1st and the other half on July 1st. He proposed an amendment that the words be altered to stand.

Mr. Oxberry said the committee had carefully considered the matter and it was for the meeting to adopt a recommendation which was made in the interests of the Club.

The amendment was seconded by Mr. Somerville and lost.

The resolution, which was seconded by Mr. Mooney, was then put to the meeting and carried.

The following officers were elected for the ensuing year:—Chairman, Mr. W. Logan; Hon. Sec., Mr. Frank Lammett; Hon. Treas., Mr. A. E. S. Alves; General Committee, Messrs. A. Rodger, A. A. Alves, A. McKinley, J. Forbes, A. P. Nobbs, Crowther Smith, A. Charlot, J. England, and F. J. Claugut; Ballot Committee, Messrs. A. E. Forbes, A. V. Barros, F. Taylor, J. Olsen, J. V. Ribeiro, Capt. Branch, A. F. Mills, G. W. Sewell, J. Oxberry, and F. J. Ellis.

LONDON STOCK QUOTATIONS.

SPORTING.

WATER POLO.

Masson, Varion and Smyth received the following quotations—sent yesterday by wire—from their London agents. They are all middle prices.

Tongue Mines... 30/-
British Barrack Petroleum... 43/-
Oral Capitan Oil... 43/-
M.R. & Shanghai Banks £24 13/- sellers
United Sordans... 77/-
Mexican Eagle... 38/0
Rubber Plant Ltd. Trust... 10/-
Malak Premier Oil Sosa... 10/-
Shells ("Boat")... 10/-
Indo-China (Combined)... 127/6
Chinese Engineering... 37/8
H.K. Electric Trans... 19/8
Venture Trusts Ltd... 19/8
Fine Hard Pans... 210/-
Plantation... 23
Tone of the Rubber Share
Market... quiet
Tone of the Tin Share Market steady
Hongkong, 17th July, 1914.

THE RULE OF THE ROAD.

Revenue Officer's Certificate Suspended.

Revenue Officer A. C. Langley and the coxswain of the Revenue Department No. 1 launch were jointly charged at the Marine Court this morning, before Commander Beckwith with failing to observe the rule of the road in the harbour.

The summons was issued as a result of the Revenue Department's launch nearly coming into collision with the ferry, Evening Star which left Kowloon at 9.10 on Wednesday morning. The ferry was stopped while the launch crossed her bows.

Langley, pleading not guilty, was interrogated by the Magistrate and said he was in charge of the launch, but did not touch the wheel.

The Magistrate: Had you anything to do with the navigation of the launch?

Defendant: No sir.

And you never gave an order to the coxswain?—No, I never gave him any order.

You took the responsibility of navigating the launch?—Yes.

And you got to within a few feet of the ferry?—Your Worship, I was about 20 feet.

Commander Beckwith: I want to know nothing about that. I have not enquired into the case. I want to know who is responsible for the navigating of the launch. Did you do anything at that time to encourage the coxswain to take this extraordinary course?—No.

Don't you think it would have been reasonable to have directed the coxswain?—No, your Worship.

I don't quite follow you, you might as well not have been there. Do you take the responsibility?—I was in charge of the launch and I admit responsibility.

The Magistrate then dismissed the case against the coxswain.

Inspector Gordon said he boarded the ferry's starboard side, gradually gaining on the ferry for a distance of 300 yards. In that time the launch gained her own length. They were then near the buoys in mid-channel. The vessels continued neck and neck. The ferry saw the launch and stopped, and the launch then went right across the bows of the ferry, apparently making for Murray Pier.

"In my opinion," continued the Inspector, "had the ferry not then stopped there would have been a collision."

"Serious?" queried the Magistrate.

"It would have been," answered witness.

After crossing the bows of the first ferry, the Inspector continued, the launch was nearly in collision with the ferry leaving Hongkong. Several of the passengers on the ferry boat made complaints to witness, about the dangerous way the launch was navigated, and of the general inconvenience to the public.

Mr. Percival Frost, of the Eastern Extension Company who was on the same ferry, said the R.D. launch came up on the starboard side and then crossed the ferry's bows.

Mr. D. K. Blair, also gave evidence of the movements of the launch.

Defendant said when the launch left the old ferry wharf the coxswain gave a long blast but the ferry took no notice.

Commander Beckwith: Why didn't you stop the launch? You did not want to inconvenience the ferry. Even if you had the right of way—which you had not—you should have let the ferry pass.

Defendant answered that he thought he did right.

Commander Beckwith: Did you think that because you were in a Government launch you could inconvenience a ferry with 300 business people on board? Then there was the danger of attraction from the larger vessel. You put the ferry in a very awkward position, and you were jockeying her so that she was bound to stop. As a matter of fact you thought as you were on the ferry's starboard side she had to give way to you?—Yes.

Then why didn't you say so? Being the oversteering boat you should have kept clear and not crossed under the ferry's stern.

The Magistrate said he regretted the case as a most serious one. He indicated a fine of \$20, ordered the Langley's coxswain's certificate to be suspended for three months, and that defendant be re-examined before it was returned to him.

The case of the Japanese Chinaman, who created such a stir at the Peak and assaulted an Indian constable, was disposed of this morning, some of the man's relations coming forward and agreeing to take him to his friends in the country.

past services—Chairman, Mr. W. Logan; Hon. Sec., Mr. Frank Lammett; Hon. Treas., Mr. A. E. S. Alves; General Committee, Messrs. A. Rodger, A. A. Alves, A. McKinley, J. Forbes, A. P. Nobbs, Crowther Smith, A. Charlot, J. England, and F. J. Claugut; Ballot Committee, Messrs. A. E. Forbes, A. V. Barros, F. Taylor, J. Olsen, J. V. Ribeiro, Capt. Branch, A. F. Mills, G. W. Sewell, J. Oxberry, and F. J. Ellis.

SPORTING.

WATER POLO.

8TH CO. R.G.A. V. ROYAL ENGINEERS.

This Gascoigne League match at Stonecutters on Wednesday, resulted in an excellent exhibition by the gunners. Teams:—

8th Co. R.G.A.—Cressler, Pettit, Bancroft, Chisholm, Penfold, Dyson, White.

Royal Engineers—Lewis, Hitchin, Morrish, Tucker, Wright, Corrigan, Saunders.

Referee, Sgt. Tyrer, Palmer.

Encouraged by the shouts of their many supporters, the gunners made raid after raid on the Royal Engineers' goal, the steady work of Morrish and Tucker partly keeping them in check. Penfold scored the first goal for the 8th Co., and before the interval Dyson scored with a fine shot from halfway.

An excellent shot by Tucker kept the arrears to one goal at half time.

8th Co. R.G.A.: 2; Royal Engineers: 1.

Play was strenuous in the second half when the gunners were again in splendid form. Good combination gave Bancroft the chance of scoring number 3, which he accepted. Morrish and Wright tried to reduce the lead while Saunders speed was an asset to the R.E.'s. Pettit and Bancroft, however, were in fine trim and assisted by Chisholm, they kept their goal from further downfall. Dyson scored the fourth and last for the gunners who won by the score:—

8th Co. R.G.A.: 4; Royal Engineers: 1.

HONGKONG SHIELD COMPETITION.

PRESENT POSITIONS OF CLUBS.

	P.	W.	L.	F.	Goals
V.R.C. "A"	4	3	1	0	17
D.C.L.I.	4	2	0	4	16
V.R.C. "B"	4	1	2	4	3
R.E.	3	0	1	3	5
R.G.A.	3	0	3	2	9

D.C.L.I. BILLIARD LEAGUE.

Positions of Teams.

	P.	W.	L.	Pl.
Band	40	28	12	28
"A" Co. Left Half	48	27	21	27
"D" Co. Right	32	24	8	24
"A" Co. Right	45	24	21	24
"C" Co. Left	40	20	20	20
"C" Co. Right	37	18	21	18
"B" Co. Left	37	13	24	13
"B" Co. Right	29	7	22	7
"D" Co.	24	5	19	5

TRAM PASSENGER AND HIS FARE.

John Watt, an unemployed engineer, was summoned before Mr. Wood this morning with a view to avoiding or attempting to avoid payment of a ten cents tram fare while riding over the Shaukiwan section.

He told the Magistrate he had no reason for refusing payment, and when asked if he was drunk said "slightly."

A fine of \$5 was imposed.

S.S. ST. "PATRICK" DAMAGED.

Bows Stoved In.

The s.s. "Yingchow" (I.C.S. N.C.), which arrived in port at 6 a.m. this morning, reported that she passed the s.s. "St. Patrick" (Doddwell and Co. Ltd.) bound south with her bows stoved in for about 20 feet. The "Yingchow" encountered a severe typhoon south of the Heilshans and strong S.W. gale with a mountainous sea from there to Breker Point. From there to port "heavy rain and variable winds."

NEW C/GO SERVICE BY NIPPON Yusen Kaisha.

From China to Europe.

The Nippon Yusen Kaisha, says the "Japan Gazette," has decided to inaugurate a new line between Hankow and Antwerp, Rotterdam, and Hull, and the Tokushima Mail will open the service in the early part of August.

The scheme, it is said, has long been contemplated by the Company, and in view of the approach of the season when large quantities of sesame, soy beans and other merchandise is shipped from the Yangtze Valley to Europe, the plans have materialized.

Two vessels of 9,500 tons, the Tokushima Maru and Tokoriki Maru, which were recently constructed at Russell's Shipbuilding Yard in England, will be employed on the service. As the line is for the transport of cargo, the schedule will be somewhat indefinite, and the ports of call will be subject to change.

CAN YOU AFFORD THE RISK?

WERE you ever seized with a severe attack of sciatica or rheumatism without a bottle of Chamberlain's Colic, Cholera, and Diarrhoea Remedy in the house? Don't take such risks. A dose or two will cure you before a doctor could possibly be called, and it never fails even in the most severe and dangerous cases. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

HOME RACING.

ECLIPSE PROBABLES AMENDED.

LONDON, July 17.
The following is an amended list of "probables" for the Eclipse Stakes run at Sandown Park to-day.

Lord Harwood's Cantleaver, 4y.
(Walter Griggs) 10st.
Mr. W. Raphael's Louisa, 4y.
(Sixby) 10st.
Mr. J. B. Joel's White Magic, 4y.
(G. McCall) 10st 8 lb.
His Majesty's Ammer, 4y.
(H. Jones) 9st 4 lb.
Sir John Thurbury's Kennymore, 3y.
(Clark) 9st 2 lb.
Mr. W. Astor's Trois Temps, 3y.
(F. Templeman) 9st 13 lb.
Mr. H. Cholmondeley's Hapsburg, 3y.
(For) 9st 13 lb.
Mr. Sol. Joel's Honeywood, 3y.
(Donoghue) 9st 13 lb.
Mr. W. Hall Walker's Carrickfergus, (Bullock) 9st 13 lb.
Mr. H. Cholmondeley's Ernsdale, 3y.
(W. Huxley) 9st 10 lb.
Sir William Cooper's Quixote, (Rickleby) 9st 10 lb.
Mme. Lemaire de Villers's Lord, Godolphin, 3y. (Rorrell) 9st 13 lb.
Mr. Leopold de Rothschild's St. Guthrie, 3y. (Whalley) 9st 6 lb.

THE MEXICAN CRISIS.

PRESIDENT HUERTA RETIRES.

LONDON, July 16.
A telegram from Mexico City states that President Huerta's retirement was of a speedy and quiet nature.

Congress accepted the resignation by 121 votes to 17, and Senator Carbajal then took the oath and proceeded to the Palace, where he received an ovation.

The ex-President read a farewell message to Congress and then entrained for Puerto Mexico, to which place H.M.S. Bristol and the German cruiser Dresden sailed hastily from Vera Cruz.

A special committee has left for Celaya to arrange for the Constitutional peaceful entry into the capital.

A Quick Solution Anticipated.

A telegram from Washington states that the resignation is the first practical step to a quick solution of the trouble in Mexico, and may pave the way for the entry of General Carranza.

United States Attitude.

A telegram from Washington states that President Wilson continues a "watchful and waiting" policy. He believes that other nations will decline to recognize Senator Carbajal or any other Government until the United States attitude is indicated.

President Wilson has informed General Carranza that if he arrives at an agreement with Senator Carbajal for the transfer of power, the resulting Administration will be recognized in accordance with the terms of the Niagara Protocol.

BISLEY SHOOTING.

LONDON, July 17.
The Ashburton Shield, shot for by public school teams yesterday at Bisley, was won by Sedburgh with a score of 496. The Spencer Cup was won by Baker, of Sherborne.

The Australian team won the MacKinnon Cup with a score of 1,631.

ALBANIAN AFFAIRS.

A PESSIMISTIC OUTLOOK.

LONDON, July 16.
Rumours that the Triple Alliance were preparing a Military Expedition to Albania to protect the interests threatened in the Adriatic prove baseless.

The Italian Government declares that the mobilization of troops was only done in a view of interior difficulties. However, the agitation of Italy against the Greeks in South Albanian increases.

It is considered in London that the Albanian outlook is most pessimistic.

DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year, you are neglecting them, as bowel complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family. A dose or two of this Remedy will place the trouble within control and perhaps save a life, or at least a doctor's bill. For sale by all Chemists and Druggists.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH POLITICS.

LONDON, July 17.
Mr. F. Leverton Harris, a member of the Tariff Commission of 1904, Conservative Member of Parliament for Tynemouth, 1900-06, and Unionist member for Stepney 1907-11, has been returned unopposed for East Worcester in succession to Mr. A. Chamberlain, M.P.

THE IRISH QUESTION.

LIBERALS OBJECT TO FURTHER CONCESSIONS.

LONDON, July 16.
The Daily Chronicle says that hopes of a settlement of the question by consent are fading. Sir Edward Carson has returned to Belfast more determined than ever for a "clean cut," while the Government are firmly wedded to the idea of exclusion by county option. There have been rumours that a minority of the Cabinet Ministers are willing to accept a "clean cut," hence the denunciation of Liberals, who asked the Chief Government Whip to convey to Mr. Asquith their strong objection to further concessions.

The Government's Latest Step.

Mr. Percy Illingworth, Chief Liberal Whip, will move in the House of Commons the appointment of a Select Committee to report on the circumstances under which troops may be employed in civil disturbances, or threatened disturbances.

A Deadlock.

It is stated that yesterday's Cabinet meeting has not yet reached a decision. The same course taken will be followed when the Amending Bill comes up for Second Reading in the House of Commons on Monday. The Cabinet meets again to-day, and there is much talk of communications behind the scenes. The consensus of opinion is that matters are still at a deadlock.

AUSTRIA AND SERBIA.

STATEMENT BY COUNT TISZA.

LONDON, July 16.
A telegram from Buda Pesth states that in the Chamber of Deputies, Count Tisza, the Prime Minister, in an interpellation regarding the Serbian connection with the crime at Sarajevo, said that the Austro-Serbian relations must be cleared up. As the question was still pending, he could not state the method to be employed. The Government were conscious that their interests were bound up with the maintenance of peace, but the State which did not regard war as the ultima ratio could not consider itself a State. (Cheers.)

BIG LOAN FOR BULGARIA.

UPROAR IN THE SOBRANJE.

LONDON, July 17.
A telegram from Sofia states that the Sobranje discussed a 5 per cent. loan for £20,000,000, which a German syndicate had secured at the price of £84, with industrial concessions after laborious negotiations.

In the debate there was uproarious opposition by the Socialists who vehemently opposed the loan as being dishonourable and fatal to the country, whose resources were being squandered without any return. They declared that the signature to the contract was a crime against Bulgaria's dignity and credit.

The President finally declared the Bill passed, and closed the sitting.

FRENCH PRESIDENT TO VISIT RUSSIA.

LONDON, July 16.
Reuter's Paris correspondent telegraphs that President Poincaré has left for Russia.

BLAZON TYPE NOT NECESSARY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy needs no glaring headline to attract the public eye. The simple statement that all chemists sell it is sufficient, as every family knows its value. It has been used for forty years and is just what its name implies. For sale by all Chemists and Druggists.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

STRIKE OF BRITISH ENGINEERS.

LONDON, July 17.
The executive controlling the strike of engineers on British tramp steamers, who are demanding increases of pay, has decided to withdraw the engineers from every ship affected by the dispute.

HEAVYWEIGHT WHITE CHAMPIONSHIP.

CARPENTIER V. "GUNBOAT" SMITH.

LONDON, July 17.
In the presence of 13,000 people at Olympia, Georges Carpentier and "Gunboat" Smith met in the Heavyweight White Championship of the World. In the sixth round, Smith was disqualified on a foul. Except in the first round, Carpentier had the best of the fighting. In the fourth round, he floored Smith with a vicious right, compelling him to remain down for nine seconds. Smith was further punished in the fifth round. In the sixth round, Carpentier, just failing to reach Smith, overbalanced and fell on his knees, whereupon Smith rushed in and struck Carpentier a terrific blow on the back of the neck. Carpentier rose with difficulty and was assisted to his corner, while Smith was vigorously hoed.

Pool Unintentional.

LATER.
The boxing match ended in pandemonium. Carpentier's manager jumped into the ring screaming with passion when Carpentier was carried into his corner dazed. Most of the critics are of opinion that Smith's foul was unintentional, but had feeling has been engendered and may end the recent boxing boom. Carpentier, who was welcomed by thousands of people on his return to the hotel, appeared at the window unscathed and smiling.

English, French and American Spectators were represented among the spectators and there were 500 women present.

FOREST FIRES IN RUSSIA.

A NATIONAL CALAMITY FEARED.

LONDON, July 16.
Reuter's correspondent at St. Petersburg states that the forest and moor fires in Russia are spreading, and only rain can prevent a national calamity. Troops are fighting the conflagration.

Twenty-five houses were burned and four persons perished in a fire in the workmen's quarters of St. Petersburg last night. The fire is still raging.

(Wah Tse Yat Po's Service.)

MEASURES AGAINST CHINESE SUFFRAGETTES.

PEKING, July 17.
The Department for the Interior has issued instructions to the various provincial Governments to take strong measures to suppress any signs of a suffragette agitation.

THE SALT REVENUE.

PEKING, July 17.
The salt revenue collected last month amounted to \$3,000,000. The Quintuple Group intend to devote \$1,800,000 to administrative purposes.

CHINA AND TIBET.

PEKING, July 17.
The newly-appointed Minister in London, Shi Chao Chi, has made a request to the President that the Commissioner in Tibet, Chan Yee Pau, be not called to Peking until he has arrived in London and discussed the Treaty of Tibet with the Foreign Department.

CRAMP COLIC.

NO need of suffering from cramps in the stomach, or intestinal pains, Chamberlain's Colic, Cholera and Diarrhoea Remedy never fails to relieve the most severe cases. Get it to-day, there will be no time to send for it after the attack comes on. For sale by all Chemists and Druggists.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

HISTORIC BANKS AMALGAMATED.

LONDON, July 17.
The historic banks of Messrs Coutts and Messrs Roberts and Lubbock have amalgamated. This represents an invasion of the City by the West End.

THE "MENDOZA" ABANDONED.

LONDON, July 17.
The steamship Mendoza, which went ashore with 257 passengers on board, near Punta Mogotes, off the South American coast, on July 11, has been abandoned.

THE TURKISH ARMY.

LONDON, July 17.
A telegram from Constantinople states that in the Chamber of the Minister of War said he hoped that the Army, though smaller, would be able to efface the black days of the past.

The Government applied to the Chamber for a credit of \$5,000,000 for the purchase of military armaments.

TYPHOON WARNING.

The following telegram from Manila was received at the American Consulate General at 10.30 a.m. to-day:—
Cyclone or Typhoon, E. of Apariti, more than 300 miles distant, moving W. or W.N.W.

HELPING THE FLOOD RELIEF FUND.

BAZAAR TO BE HELD.

A meeting was held last night at the office of the Confucian Society to discuss the advisability of holding a Bazaar in aid of the Flood Relief Fund. In spite of the inclemency of the weather, there was a large attendance. The Hon. Mr. Lau Chu Pak was voted to the chair. After some explanatory remarks made by the Chairman concerning the object of the meeting, it was decided to hold a Bazaar at the Tung Ying Restaurant at Kennedy Town in aid of the Flood Relief Fund for 7 days commencing from the 28th instant.

The following regulations were adopted at the meeting.

1. This society shall be called the Kwong Tung Flood Relief Bazaar Society of Hongkong.

2. All those who subscribe money or send articles or render services to the Society shall become members of the Society.

3. Subscribers of \$10 and upwards shall become honorary members of the Committee. Those who take part in the management of the affairs of the Society shall become members of the Executive Committee who shall, from among themselves, elect a President, a Vice-President, four Treasurers and three Secretaries.

4. The organization of the Bazaar and management of all affairs shall be left in the hands of the President and the Executive Committee.

5. It shall be the duty of the Executive Committee to select a site for the Bazaar, and to use their influence with charitable disposed persons to make gifts in the shape of articles, which shall be sold at the Bazaar.

6. The proceeds of the sale of all articles, together with the subscription received, after deducting therefrom the expenses of the Bazaar, be appropriated for the relief of the flood sufferers.

7. Admission to the Bazaar shall be by ticket. The cost of each ticket shall be 20 cents.

8. All those who take part in the management of the affairs of the Bazaar shall give their services gratis and find their own food. This regulation, however, shall not apply to the employees of the Society.

9. The Bazaar shall be open each day from 2 p.m. to midnight, for a period of 7 days. Those who shall take charge of the stalls shall be divided into two batches to take their turn alternately.

10. From the commencement of the Bazaar, the Executive Committee shall meet at the Bazaar at 7 o'clock each night for the despatch of business.

11. The members of the Executive Committee shall not refuse to take up the duties allotted to them.

12. The members of the Executive Committee shall each pay \$3 for a ticket. The following Officers were elected, viz:—
President Hon. Mr. Lau Chu Pak.
Vice-President Hon. Mr. Kong Tong.
Treasurers Chan Kai Ming, 'Un' Kam Wa, Li Po Kwei and Li Ser Keng.
Secretaries Ip Yan Chuen, Lo Ching Shui and Young Pit Chi.

BANKRUPTCY COURT.

RECEIVING ORDER MADE.

The Chief Justice, sitting in Bankruptcy Jurisdiction of the Supreme Court this afternoon, allowed a receiving order to be made against the Shun Chuen firm of 27, Ke Shing Street, on the ex parte application of the Tung Shing Cheung firm and To Hee Nin, managing partner therein, of Bonham Strand West.

Mr. E. G. Grist, of Messrs Wilkinson and Grist, who made the application on behalf of the petitioning creditor said the petition was in legal form and two acts of bankruptcy were alleged; the managing partner of the firm had absconded himself from Hongkong and notice had been given to all the creditors of the firm of suspension of payment. The amount due to the petitioning creditor was \$1,541. He was in court, but an affidavit by him was on the file. The trustees appointed according to Chinese custom had collected some \$30,000, which they had not distributed, and they had neglected to collect any further money.

The Official Receiver had no objection to affix the petition, and his Lordship made a receiving order.

OPIUM ON A RAMPAN.

LIABLE TO A \$37,600 FINE.

Chinese detectives searching sampans in the Harbour at Blake Pier on Wednesday night discovered 470 tins of prepared opium in 5 tin tins in a sampan lying off Blake Pier. The opium is valued at \$3,760 and the sampan owner, who was remained until to-morrow on a charge of being in unlawful possession, is liable, on conviction, to a fine of ten times the amount of the value, namely \$37,600.

BOXING TOURNAMENT AT TANGLIN.

Old Hongkong Favourites Take Part.

There is never very much room to spare in the Tivoli Theatre at the Tanglin Barracks on the night of a boxing tournament. The men of the regiment make excellent entertainers, and no matter what it may be to which they turn their hands, they put so much enthusiasm into their doings that there can only be one result, the successful crowning of their efforts. To nothing do these remarks apply more than the evenings devoted to the rough and tumble of the ring. The men fight and fight with a right good will, but they enter into the sport of the thing with so much zest that they simply make the visitors enjoy themselves. As for the men who are content to watch, they are all keen critics. Last night's show was no exception and though some of the combats may yet have a lot to learn about the game their sportsmanlike willingness and the good humour with which they take and give hard knocks more than compensates for any lack of science.

No apology is necessary if first mention be made of the last fight on the programme. A proportion of the others were between novices who have never taken part in contests before, but this one was between two of the cleverest men at their weight that the regiment can produce—Pte. Potter (8st) and L. Corp. Smith (8st. 11lb.).

A short while ago they fought a draw at Normenton and consequently both of them were all out last night. They are brainy little fighters with many of the tricks of the trade at their command, and the battle they put up made an excellent wind up to the evening. Both men fight more or less in the American fashion—A sharp, short lead, a few close range jabs and then shoulder to shoulder they fight for the body.

Opening at a rare pace they were soon at it hammer and tongs. It was no wild work, but an exhibition of the damaging, though less spectacular, tactics which keep the fighters only a few inches apart. Smith would rip the left to the head and bring the right to the body as he came in, but Potter was always ready and his counter would find either his man's jaw or an open spot on the rib. The second round ended at a tremendous pace. China rushing each other's shoulders they worked for the body with right and left until the call of time.

Potter was fighting hard but Smith always appeared to have just the better of the archaic. His jabbed and jabbed Potter, whilst his lightning was every bit as smart. The contest went the full six rounds with Smith the winner at the close.

The heavy-weight clash of the evening was between Gnr. Fricker, of the R.G.A. (11st) and Gnr. Freeman, of the R.G.V.L. (11st. 11lb.). The latter was game but heavy wings sent him down twice in the first round. He had no effective counter to his opponent's persistent left which broke him up before the final bell. It was the Gnr. Fricker fight from start to finish. The salient provided quite a sensation. He squared up to Fricker as a right-handed fighter and let loose a couple of swings before his man had puzzled out the unusual state of affairs.

Seeing his opportunity he continued the attack and, putting the right to the jaw, had Smith down and out before the round had gone more than a minute or so. Boy Bewsey and L. Corp. Neeldham, both round about 8st., put all they knew into their three meetings.

Bewsey opened very smartly and showed good foot work, but he took one or two more punches to the head and the margin of points which gave him the victory could not have been big.

Spice will not permit, says the "Strait Times," of a detailed account of all the fights. They numbered twelve, but they were all contested with the same keenness and sportsmanlike good humour, and if to that reason alone, they were all worth watching. Winner of lower, the men left the ring wide awake, and as one was more ready to compliment the man who had just received the verdict than the one who had lost it.

The referee was Capt. Harrison, 5th Light Infantry; Mr. Falcher and Mr. Bewley, judges. Coy. Sergeant Major R. Robinson time-keeper, and Serg. Major G. Lewis M.C.

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LONDON, VIA SUEZ, PORT SAID, ASSAYE	Cap. J. J. Goldwell	Noon	See Special of Call
LONDON & ANTWERP	NAGOYA	About	Freight and Pass.
via SUEZ, PORT SAID, ASSAYE	Cap. W. H. SWENY, R.N.R.	22nd July	Passage.
SHANGHAI, MOJI, KOBÉ	DELTA	About	Freight and Pass.
via SUEZ, PORT SAID, ASSAYE	Cap. W. R. LEHMAN, R.N.R.	30th July	Passage.

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E. A. HEWITT, Superintendant

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FOR VANCOUVER.

From Hongkong.	
EMPEROR OF INDIA	Wednesday, July 22.
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EMPEROR OF MONTAGUE	Wednesday, Sept. 9.

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The EMPEROR OF RUSSIA and EMPEROR OF ASIA are new quadruple screw 21 knot turbine steamers of 18,500 tons gross—30,000 tons displacement—the fastest, finest and most luxurious on the Pacific.
All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.
Each Trans-Pacific steamer connects at Vancouver with a Mail Express train and at Quebec with the Company's Atlantic Mail Steamers.
The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES, HONGKONG TO LONDON

EMPEROR OF RUSSIA	Optional Atlantic Port	£71.10.
EMPEROR OF ASIA	do do	£68.
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MONTAGUE—intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port—
Atlantic, via Boston or New York—£45.
Meals and sleeping car across Canada not included in any of above rates. If required such will cost £25 additional.

Passengers purchasing Trans-Pacific return tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Canadian Pacific Railway.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.
SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
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Cargo carried on through bills of lading from HONGKONG to PEIRA, DELAGUA BAY, DURBAN, EAST LONDON, FORT ELIZABETH and CAPE TOWN with transshipment at COLONBO to steamers of the INDIAN AFRICAN LINE.

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Regular Direct Service from JAPAN, CHINA and STRAITS to PEIRA, DELAGUA BAY, DURBAN, EAST LONDON, FORT ELIZABETH and CAPE TOWN, calling at MAURITIUS for transshipment, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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First Class Accommodation for Passengers.

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Steamers from Hongkong. On or about. Connecting at Calcutta with on or about.

TORILLA Aug. 2. A Steamer end of Aug.

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22. BANRI MARU, For Fukuoka, Batavia, Cebu, Samarang & Sourabaya 22nd July.

23. RIKU MARU, For Fukuoka, Batavia, Cebu, Samarang & Sourabaya 2nd Aug.

24. HOKU MARU, For Fukuoka, Batavia, Cebu, Samarang & Sourabaya 2nd Aug.

25. BANRI MARU, For Fukuoka, Batavia, Cebu, Samarang & Sourabaya 2nd Sept.

26. RIKU MARU, For Fukuoka, Batavia, Cebu, Samarang & Sourabaya 2nd Sept.

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First Class to London £71.10. Return (6 months) £120.

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MASSILLON, via Ports ATLANTIQUE, 28th July at 1 p.m.

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FOR STRAITS TO SAIL

SWATOW, AMOY, NINGPO & SHANGHAI, HANTAN, July 18, Daylight.

SHANGHAI & TIENTSIN, July 18, at 4 p.m.

MANILA, CEBU & LIAO, July 21, at 4 p.m.

SHANGHAI, July 21, at 4 p.m.

HOIHOW & HAIPHONG, July 23, at 9 a.m.

WEIHAIWEI, CHEFOO & TIENTSIN, July 23, at 10 a.m.

SHANGHAI, July 23, at 4 p.m.

SHANGHAI & TIENTSIN, July 23, at 4 p.m.

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SHANGHAI AND TIENTSIN LINE. The Twin Screw Steamers "Anhui," "Ohsan," "Shaoxing" and the S.S. "Kanchow," "Lanchow," and "Yungchow,"

having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tientsin, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES—

Hongkong to Shanghai—Single \$45. Return \$75.

Hongkong to Tientsin—Single \$75. Return \$125.

For Freight or Passage apply to
BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 33.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS TO SAIL

SINGAPORE, PENANG & KUTSANG, SATURDAY, July 18, at Noon.

MANILA, LOONGSANG, SATURDAY, July 18, at 2 p.m.

YOKOHAMA, KOBE & MOJI, FUKUSANG, MONDAY, July 20, at Noon.

SANDAKAN, HINSANG, MONDAY, July 20, at Noon.

MANILA, YUENSANG, SATURDAY, July 25, at 2 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kutsang, Namsang & Loong leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Kutsang, Namsang, Loong, Yatsang and Cusang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Lianyungang, and Tientsin.

Taking cargo on through Bills of Lading to Kutch, Lahad Datt, Simporu, Tawau, Lunan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMELAND.

For STRAITS TO SAIL

LONDON & ANTWERP, "DEN OF RUTHVEN" About 18th July.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND, "DEN OF AIRLIE" About 10th August.

For Freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

A PCAR LINE

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. G. APCAR, 4,000 tons, Capt. J. E. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 23rd July.

S.S. DUNERA, 5,889 tons, Capt. E. G. M. Dickinson, will be despatched for YOKOHAMA, KOBE and MOJI on 31st July.

For Freight or Passage, apply to
DAVID SASSOON & CO., LTD., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

WESTWARD

S.S. TORILLA, 4,205 tons, Capt. Swanson, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA on 2nd August.

S.S. DELWARA, 5,378 tons, Capt. Ramsay, R.N.R. will be despatched on 9th August.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LTD., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

SHIPPING

STEAM FOR

STRAITS, CEYLON, AUSTRALIA,

CEYLON, CEYLON, MADRER,

RANER PORTS, PLYMOUTH

AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CONTIN-

ENTAL, AMERICAN AND SOUTH

AFRICAN PORTS.

The Steamship ASSAYE, Capt. G. J.

Goldwell, carrying His Majesty's

Mails will be despatched from this

port for BOMBAY, on SATURDAY, the

18th July, at Noon, taking Passengers

and Cargo for the above ports in connection

with the Company's Steamship Mails

from Colombo. Passengers' accommodation

SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer Yokohama	Steamer to Colombo	Leave Shang- hai	Leave Hong- kong	Connecting Steamer from Colombo to Marseilles and London	Due at Marseilles	Due at London (London 1 day later)
		p.m.	p.m.			
July 9	ASSAYE	July 14	July 14	MEDINA	Saturday	Aug. 21
July 23	DEVANHA	July 28	July 28	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	DETA	Aug. 11	Aug. 11	EGYPT	Sept. 12	Sept. 18
Aug. 20	ETIMALAYAN	Aug. 25	Aug. 25	INDIA	Sept. 26	Oct. 2
Sept. 3	ARCADIA	Sept. 8	Sept. 8	INDIA	Oct. 10	Oct. 16
Sept. 17	ASSAYE	Sept. 22	Sept. 22	INDIA	Oct. 23	Oct. 29
Oct. 1	DEVANHA	Oct. 6	Oct. 6	INDIA	Nov. 6	Nov. 12

THE ATTENTION OF Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.35 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

	1st SALOON	2nd SALOON	1st SALOON	2nd SALOON
London	£97	£59	£91	£53
Marseilles	£85	£47	£83	£45

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Yokohama	Leave Shanghai	Leave Hongkong	Leave Suez	Due at Marseilles	Due at London
	about	about	about	about	about	about
NAGOYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
MALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 18
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
SIAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 29

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.
FARES TO LONDON
1st SALOON £30 SINGLE; £25 RETURN.
2nd SALOON £20 SINGLE; £15 RETURN.
FARES TO MARSEILLES:
1st SALOON £24 Single.
2nd SALOON £16 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For further particulars apply to

E. A. HEWETT,
Superintendent.

NORDDEUTSCHER LLOYD,
BREMEN

IMPERIAL GERMAN MAIL LINES.

Steamers	Tons	To Sail
NAPLES, GENOA, ALGIER, KLEIST, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	(17,000)	WEDNESDAY, 22nd July, at 10 a.m.
SHANGHAI, NAGASAKI, YOKO, KOBE & YOKOHAMA	(17,000)	WEDNESDAY, 22nd July, at 10 a.m.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	(8,100)	(SATURDAY) 8th August, at 2 p.m.
KOBE	(8,100)	TUESDAY, 21st July, at 10 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy, New System of Teletunk.

FREIGHT LINE

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

Steamship	about 1914
GOETTINGEN	19th July.
TUEBINGEN	2nd August.

For Danksiehem, Rotterdam and Bremen.

NORDDEUTSCHER LLOYD,
MELBOURNE & CO.
GENERAL AGENTS.

SHIPPING

AUSTRIAN LLOYD'S S.S. CO.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

Sailing from Hongkong.

OUTWARD.		
For SHANGHAI, Direct	S.S. "BOHEMIA"	on August 1st at 8 a.m.
For SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	S.S. "CHINA"	About August 1st
HOMEWARD.		
For TRIESTE (Venice) direct via Suez, Colombo, Djibuti, Suez Canal.	S.S. "SILEZIA"	on August 5th at 10 a.m.

Fares: I 250. II 236. III 219.

For TRIESTE (Venice) via S.S. "SILEZIA" on August 5th at 10 a.m.
Fares: I Saloon only £243.
Taking cargo on through bills of lading to all Adriatic, Levant and Black Sea Ports, etc.
All steamers are fitted with Wireless Telegraphy.

COMBINED TICKETS.

THROUGH TO LONDON VIA SUEZ, PANAMA, COLON, SAN FRANCISCO, OCEANIC LINE, TO NEW YORK.
Circular tickets to Europe, for the voyage one way by Siberian Railway, returning by steamer via Suez Canal or the reverse.
Fares: range from £100 to £150.
Passengers have the option of breaking the voyage at any intermediate port by any vessel of the Austrian Lloyd, P. & O., North German Lloyd, Mess. Mar., Italian Mail Line, etc.
Round the world tickets.
Eastward: from Hongkong via Canada or U.S.A. to European Port and back to Hongkong via Suez Canal.
Westward: from Hongkong via Suez Canal to European Port, thence via Canada or U.S.A. back to Hongkong.
Fares: I Saloon only £111.11.
For full particulars as to passages and freights apply to

SANDER, WIELER & Co., Agents, Prince's Building.

HAMBURG-AMERIKA LINIE.

IN CONTINUATION WITH

Deutsche Dampfschiffahrts-Gesellschaft "HANSA"

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES.
via STRAITS AND COLOMBO.
To MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG, & NEW YORK.
and from MANILA, HONGKONG & JAPAN to VICTORIA,
VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.)

MAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Oboro, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

For Shanghai, Kobe & Yokohama	S.S. HOLSTEN	25th July
" " " "	S.S. SCANDIA	14th Aug.
" " " "	S.S. RUTHENIA	23rd Aug.
" " " "	S.S. LIBERIA	11th Sept.
" " " "	S.S. ALPINE	18th Sept.
" " " "	S.S. ARCTICA	16th Oct.
" " " "	S.S. WERTHEMBERG	18th Oct.
For Via, Van'ner, Stie, Tacoma & Pland (Or.)	S.S. ANDALUSIA	2nd Aug.
" " " "	S.S. BELGRAVIA	17th Sept.
" " " "	S.S. BRASILIA	12th Oct.

For Harre, Bremen & Hamburg S.S. PRUSSIAN 21st July.
For Harre, Bremen & Hamburg S.S. SILESIA 27th July.
For Harre, Bremen & Hamburg S.S. RUSSIA 29th July.
For Harre, Bremen & Hamburg S.S. MARKOMANNIA 12th Aug.
For Harre, Bremen & Hamburg S.S. O.J.D. ARLERS 22nd Aug.
For Harre, Bremen & Hamburg S.S. SENEGAMBIA 26th Aug.
For Harre, Bremen & Hamburg S.S. PORTMUND 5th Sept.
For Harre, Bremen & Hamburg S.S. SAKONIA 10th Sept.
For Harre, Bremen & Hamburg S.S. SCANDIA 21st Sept.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG-SUBJECT
TO ALTERATION.

DESTINATION.	STEAMERS	SAILING DATE.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, MALACCA, PENANG, COLOMBO, SUZ and PORT SAID.	IYO MARU, Capt. — Tons 12,000	WEDNESDAY, 20th July, at 10 a.m.
VICTORIA, B.C. & SEAT- tle, Via KEELUNG, SHANGHAI, MOI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.	HIRANO MARU, Capt. Fraser, Tons 16,000	WEDNESDAY, 12th August, at 10 a.m.
SYDNEY and MELBOURNE, Via MANILA, THUR- DAY ISLAND, TOWER VILLAGE and BRISBANE.	TAMBA MARU, Capt. — Tons 12,500	TUESDAY, 28th July, at 4 p.m.
BOMBAY via SINGAPORE, PENANG AND COLOMBO.	AKI MARU, Capt. Noma, Tons 12,500	THURSDAY, 13th August, at 4 p.m.
KOBE & YOKOHAMA	NIKKO MARU, Capt. R. Takada, Tons 9,800	WEDNESDAY, 26th July, at Noon.
SHANGHAI, MOI, KOBE & YOKOHAMA	KUHANO MARU, Capt. Soyeda, Tons 9,300	WEDNESDAY, 26th August, at Noon.
NAGASAKI, KOBE and KUMANO MARU.	KAMO MARU, Capt. Shimizu, Tons 16,000	WEDNESDAY 20th July at 11 a.m.
YOKOHAMA	RANGOON MARU, Capt. — Tons 12,500	WEDNESDAY, 12th August
YOKOHAMA	KUMANO MARU, Capt. Soyeda, Tons 9,800	TUESDAY, 28th July at 5 p.m.
CALCUTTA via SINGAPORE, TOSA MARU, PENANG & RANGOON.	TOSA MARU, Capt. — Tons 12,500	(SATURDAY) 25th July

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN
HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 Months,
COMMENCING 1st JUNE, ENDING 30th SEPTEMBER, 1914.

	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class	\$135	\$122	\$108	\$95
2nd class	\$81	\$75	\$65	\$57

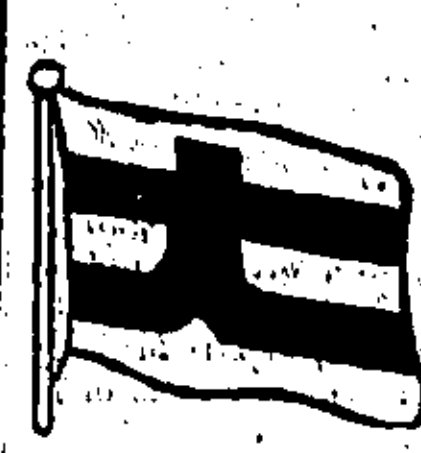
With option of Rail between Steamers' calling Ports in Japan.
For further information apply to

T. KUBOMOTO, Manager.

Telephone No. 227.

SHIPPING

OSA KA SHOSEN KAISHA.

REGULAR SEA VICE, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)THE AMERICAN LINE TO TACOMA
AND SEATTLE

in connection with
THE CHICAGO MILWAUKEE & ST. PAUL
RAILWAY
via KEELUNG, MOI, or SHANGHAI, NAGASAKI, KOBE,
YOKKAICHI, SHIMIZU, YOKOHAMA & VICTORIA, B.C.

S.S. "CANADA MARU" Capt. H. Yamamoto... Wednesday, 22nd July at 4 p.m.
S.S. "TACOMA MARU" Capt. T. Hamada... Thursday, 26th August at 4 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

S.S.

For FOCHOW via SWATOW AND AMOY.

S.S. "KAJO MARU" Capt. Y. Yamamoto... Monday 29th July, at 2 p.m.

S.S. "DAIJI MARU" Capt. K. Murakami... Sunday 28th July, at noon.

S.S. "DAIGI MARU" Capt. S. Tokushige... Tuesday 21st July, at 2 p.m.

For ANPING AND TAKOW via SWATOW AND AMOY.

S.S. "SOSHU MARU" Capt. K. Hattori... Wednesday, 22nd July, at 10 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first Class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO

Y. ASAI, Manager,
Second Floor No. 1, Queen's Building.

Reduced First Class Fares.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. "MINNESOTA"

CAPACITY 28,000 Tons. 20,718 Tons Gross Register. Length 830 Feet.

Beam 73 Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong 14th August, 1914.

For SEATTLE via NAGASAKI, INLAND SEA, KOBE AND YOKOHAMA.

Hongkong, Manila and Shanghai to Seattle or San Francisco ... £ 32.
Round Trip Tickets (Good for Six Months) ... £ 34.
Nagasaki to Seattle or San Francisco ... £ 33.
Round Trip Tickets (Good for Six Months) ... £ 34.10.
Rube and Yokohama to Seattle or San Francisco ... £ 31.
Round Trip Tickets (Good for Six Months) ... £ 32.10.
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (Six Months) ... £ 109.
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (24 Months) ... £ 214.
Reduced rates to all Ports in the United States, Canada, and Europe.
Luxurious Passenger Accommodation—Suites and State-rooms (all Outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone etc.
DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.
Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
Special rates to Missionaries, and their families.
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA Agents,
Prince's Building.

WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE

Order before you leave, so that you may receive it while at home.

Price \$14 per annum, including postage.

CAN BE MAILED FROM THIS OFFICE.

THE CHINA MAIL, Ltd., Wyndham Street.

THE CHINA MAIL

COMBINED COLOURED

TYPHOON MAP & GUIDE

showing tracks and daily progress of the big Typhoon

during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents.

From THE CHINA MAIL Office

NOTICES TO CONSIGNEES

STEAMER AMAZON.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from Europe, Asia, Africa, India and from BOMBAY, as a.s. Vile de Constantine in connection with the above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the Godowns of the H. MESSAGERIES MARITIMES and Godown Co., Ltd. at Kowloon Wharf and Godown Co., Ltd. at Kowloon Wharf. Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining unclaimed after the 20th instant as Noon will be subject to rent and landing charges. All claims must be sent in to me on or before the 23rd instant or they will not be recognized.

All damaged packages will be examined on the 13th instant 1914, at 10 a.m. No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, July 13, 1914.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESEX, LONDON AND STRAITS.

THE Steamship "BENGLOE"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 22nd inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, July 13, 1914.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS.

CONSIGNEES of Cargo per Steamship "KORONA"

The above-mentioned vessel, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading by counter signature and to take immediate delivery of Cargo from alongside. Cargo remaining on board SATURDAY, July 18th, 1914, at 5 p.m. will be subject to landing charges and if undelivered THURSDAY, July 23rd, 1914, at Noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged cargo will be examined at the above Company's Godown THURSDAY, July 23rd, 1914, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be sent in on or before August 1st, 1914, otherwise they will not be recognized.

R. C. MORTON, Agent,
Hongkong, July 15, 1914.

AGENTS.

LONDON—P. ALLEN, 11 & 2 Clement's Lane, Lombard Street, E.C. 3, Bury & Co., Ltd., 183 Queen's Road, Victoria, St. CLAIR, Box & Plate, 85 Grace Church St., E.C. 4, G. STREET & Co., Ltd., 30 Cornhill, GOSNOLD & GOSNOLD, 15 St. Bride St., E.C. 4, ROBERT WATSON, 120 Fleet Street, G. MURRAY & Co., 2, Abchurch Lane, H. HARRIS, 1, Fenchurch St., E.C. 3, R. HARRIS & Co., 3, Whitechapel St., E.C. 4, MATHESON & CRAWFORD, Ltd., 11 & 12 New Bridge St., E.C. 4.

SCOTLAND—FRED. L. SMITH, 8 North St., David Street, Edinburgh.

PARIS AND EUROPE, MATTHEW PERAZ & Co., 15 Rue de la Grange, Boulogne.

NEW YORK—L. BROWN, Ltd., 200 Nassau St., New York City, The CHINESE-AMERICAN OFFICE, 23 West 23rd Street.

SAN FRANCISCO and America, Ports generally—BEAN & BLAIR, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—GOSNOLD & GOSNOLD, Melbourne and Sydney.

CEYLON—W. M. SMITH & Co., THE ASSOCIATED COLOMBO.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, Ltd., Singapore.

PHILIPPINE ISLANDS—A. S. WATSON & Co., Manila.

CHINA—GOSNOLD & GOSNOLD & Co., Yokohama & Kobe, K. K. & Co., Yokohama, K. K. & Co., Yokohama, K. K. & Co., Yokohama.

THE CHINA MAIL, LTD.
6, Wyndham Street, Hongkong.

Chs. J. Gaupp & Co.,

WATCHMAKERS & JEWELLERS.

HIGHEST QUALITY ENGLISH JEWELLERY.

Nautical and Surveying Instruments.

ZEISS Prism Binoculars.

Gold and Silver Watches by best ENGLISH, SWISS & AMERICAN makers.

SILVER and PRINCE'S PLATE WARE from MAPPIN & WEBB, Ltd., LONDON.

ALEXANDRA BUILDINGS, CHATER ROAD.

To-day's Advertisements

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 27th day of July, 1914, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at the Peak, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor-General, the King, for one further term of 75 years.

Particulars of the Lot.									
No. of Lot.	Locality.	Area (Approximate).	Area (Actual).	Area (Total).	Area (Total).	Area (Total).	Area (Total).	Area (Total).	Area (Total).
1.	Peak.	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
2.	Peak.	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
3.	Peak.	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
4.	Peak.	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
5.	Peak.	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
6.	Peak.	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
7.	Peak.	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
8.	Peak.	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
9.	Peak.	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
10.	Peak.	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20

To-day's Advertisements

BANDMANN OPERA CO.

NOTICE.

OWING TO THE LATE ARRIVAL

OF STEAMER

THE PERFORMANCE OF

THE

MARRIAGE MARKET

IS CANCELLED.

Hongkong, July 17, 1914.

839

GREAT NORTHERN TELEGRAPH

COMPANY'S OFFICE AT HONGKONG.

UNCLAIMED TELEGRAMS.

Address Station From

Buryokyo Wakamatsushikuzen

Chongyue Shanghai

Edwards Hongkong Hotel Shanghai

Kwangsiang Yokohama

Pohingkong Shanghai

Tamamatsu Kobe

2428 晴 588 記 Amoy

4301 羅 258 桂 226 紅 Amoy

5440 街 2621 里 3178 活

6070 1131 天 0735 和

1018 世 6671 達 0815 和

1987 豐 5289 畢 0338 兄

7003 聖

6007 第 2642 營 4149 盤

4274 第 005 三 5804 街

7024 門 3254 牌 0001 壹

5714 號 5301 英 1129 大

W. B. ELVES

Superintendent.

Hongkong, July 17, 1914.

834

A. B. SORESENSEN

Acting Superintendent.

Hongkong, July 17, 1914.

833

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER

REPORT.

JULY 17, 1914.—A.M.

Station Hour.

Temperature.

Humidity.

Direction.

Force.

Weather.

Wind.

Barometer.

At Sea Level.

At 1000 Feet.

At 2000 Feet.

At 3000 Feet.

At 4000 Feet.

At 5000 Feet.

At 6000 Feet.

At 7000 Feet.

At 8000 Feet.

At 9000 Feet.

At 10000 Feet.

At 11000 Feet.

At 12000 Feet.

At 13000 Feet.

At 14000 Feet.

At 15000 Feet.

At 16000 Feet.

At 17000 Feet.

At 18000 Feet.

At 19000 Feet.

At 20000 Feet.

WEATHER REPORT.

On the 17th at 12-10 Pressure is still

highest from the Benin to S. Japan.

The depression over Tongking has not

continued. The depression has deepened

and moved eastward. It is now central

over the Gulf of Tonkin.

A depression is approaching the Ball-

intang Channel from eastward. At 6 a.m.

this morning the centre was at about

latitude 18° S. and longitude 129° E.

Hongkong rainfall for the 24 hours

ending at 10 a.m. to-day, 2.63 inches.

Forecast for the 24 hours ending at noon

to-morrow—

1.—Hongkong and Neighbourhood:

E. winds, fresh to moderate; overcast,

min. clearing later.

2.—Formosa Channel: Variable winds,

moderate.

3.—South coast of China between Hong-

kong and Lamook: The same as No. 2.

4.—South coast of China between Hong-

kong and Hainan: S. E. winds, fresh.

POST OFFICE NOTICES.

Mails will close for:—

HONGKONG.

Per Flyers, at 8 a.m., on Saturday, the

18th July.

*STRAITS & INDIA Via CALCUTTA.

Per Kurling, at 10 a.m., on Saturday,

the 18th July.

SEANGHAI, NORTH CHINA &

*JAPAN Via SIBERIA.

Per Ceylon, at 10 a.m., on Satur-

day, the 18th July.

[To make connection with the Tientsin-

Pakow Railway closing at Shanghai

British P. O. at 8.30 p.m., on Thurs-

day, the 23rd July.]

PHILIPPINE ISLANDS.

Per Kurling, at 1 p.m., on Saturday,

the 18th July.

*MANZANILLO, CALLAO & ILOILO.

Per Mexico City, at 3 p.m., on Satur-

day, the 18th July.

SAIGON.

Per Saigon, at 3 p.m., on Saturday, the

18th July.

STRAITS.

Per Kurling, at 5 p.m., on Saturday,

the 18th July.

*SWATOW, AMOY, *NINGPO.

*SHANGHAI & *NORTH CHINA.

Per Kurling, at 5 p.m., on Saturday,

the 18th July.

SHANGHAI & NORTH CHINA.

Per Kurling, at 9 a.m., on Sunday,

the 19th July.

SWATOW.

Per Kurling, at 9 a.m., on Sunday, the

19th July.

SANDAKAN.

Per Kurling, at 11 a.m., on Monday,

the 20th July.

*JAPAN Via *YOKOHAMA.

Per Kurling, at 11 a.m., on Monday,

the 20th July.

SWATOW, AMOY & FOOCHOW.

Per Kurling, at 1 p.m., on Mon-

day, the 20th July.

SWATOW.

Per Kurling, at 10 a.m., on Tuesday, the

21st July.

AMOY & FOOCHOW.

Per Kurling, at 11 a.m., on Tuesday,

the 21st July.

EXORANGE.

Hongkong, July 17, 1914.

On London—

Bank Wire ... 1/10-104

On demand ... 1/10-104

30 days sight ... 1/10-104

4 months sight ... 1/10-104

Creditor, 4 months sight ... 1/10-104

Documentary, 4 months sight ... 1/10-104

On Paris—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Berlin—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On New York—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Bombay—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Calcutta—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Yokohama—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Kobe—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Osaka—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Manila—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Cebu—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Iloilo—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Zamboanga—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Singapore—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Penang—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Malacca—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Batavia—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Sourabaya—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Semarang—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Solo—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Yogyakarta—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Surabaya—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Gresik—

On demand ... 1/10-104

Creditor, 4 months sight ... 1/10-104

On Tuban—

On demand ... 1/10-104

HONGKONG TIDES.